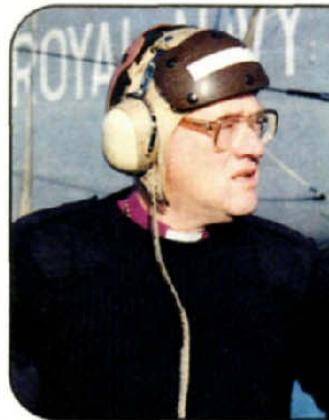


JANUARY 1996 50p



Archbishop and the Navy's peace role

page 8



Starry time for Cardiff centre pages

Pirate who made the biggest killing

page 20



Little and large

HMS Victorious, with the Deep Submergence Rescue Vehicle 'Avalon' on her after casing, prepares for diving trials to test the DSRV's capability with Trident boats.

The trials with the US-based Avalon also tested the ability of Victorious to act as "mother" vessel for a stricken submarine.

• Victorious acceptance – page 11.

HOMING IN ON SALE BONANZA

Picture: CPO(PHOT) AICampbell



Private ownership plan for 60,000 married quarters

PLANS TO TRANSFER the 60,000 married quarters in England and Wales to private ownership have been announced by the Defence Secretary, Michael Portillo.

If successful the Government proposal will result in the sell-off of several thousand surplus quarters, will speed-up the improvement of Service homes, and boost the Ministry's funds.

Mr Portillo said interested parties that qualified would be invited to tender for the estate, which includes more than 9,000 Navy homes. Sale could go ahead this year, although no specific time scale had been set.

In a message to the Armed Forces Mr Portillo said sell-off depended on a good price being available and terms which "satisfied the interests of the Services."

The transfer was of "tangible benefit" to Service families while not affecting the terms of entitlement for personnel and their families.

Charges would not be affected and MOD would continue to be responsible for managing the estate through the tri-Service Defence Housing Executive which had been created last year. Mr Portillo said more than

• Turn to page 16

'More settled times ahead'

THE ROYAL NAVY is busier today than at any time since the Falklands War, tackling more operational tasks with fewer ships and fewer people, the First Sea Lord told the Service in a forward-looking Christmas message.

The situation would not change, said Admiral Sir Jock Slater, but he would rather see the Fleet and Royal Marines under pressure than under-employed.

"I understand very well the personal stresses and strains

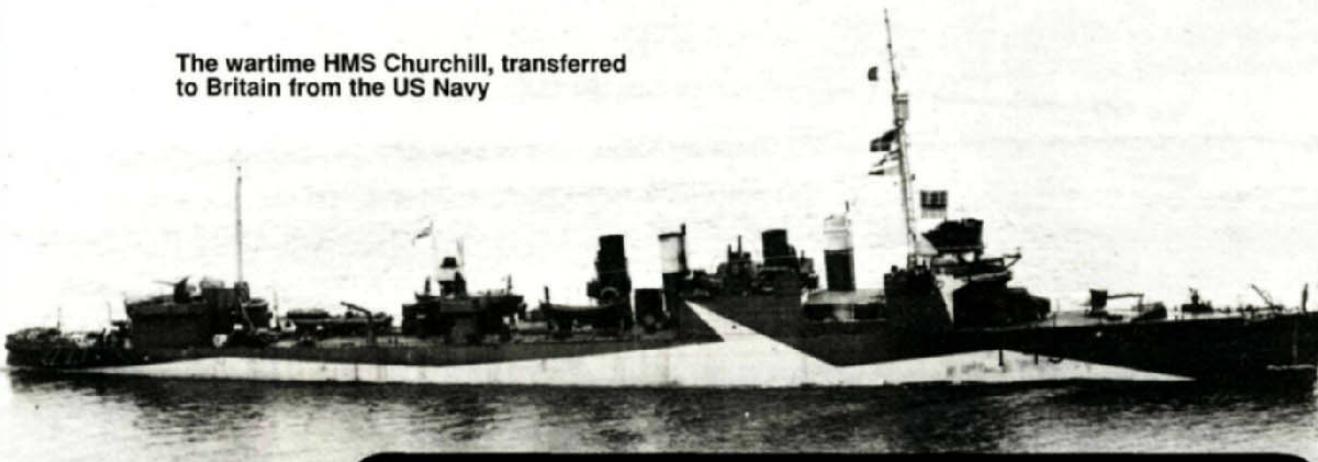
our heavy tasking causes," he said. "Nevertheless our role across the whole spectrum of activities is vital, and no one should be in any doubt about this."

He was proud of a Service

• Turn to page 9

The first US destroyer with that name

The wartime HMS Churchill, transferred to Britain from the US Navy



Service's doctrine goes by the book

A NEW book which for the first time is making the doctrine of the Royal Navy easily accessible is being distributed to all ships and establishments.

Every officer from lieutenant upwards will receive a copy of *The Fundamentals of British Maritime Doctrine* over the next two months.

The volume is also being published by HMSO and will be available to the public through commercial booksellers. Fusing historical experience with current thinking and terminology, it has been drafted within the Naval Staff with the help of the Central, Army and Air Staffs and several distinguished civilian historians.

The First Sea Lord, Admiral Sir Jock Slater, said in his foreword that he expected the publication to be taught, applied, discussed and tested within the Service.

"It is doctrine and not dogma and the Navy Board expect it to be subject to critical appraisal by its discerning readership."

Snap celebration on 80th birthday

TWENTY displays telling the story of Service and civilian photography from 1915 to the present was the centre-piece of an open day at RAF Cosford to mark the 80th anniversary of military photography.

The event was held at the Joint School of Photography, the largest purpose-built school of its kind in Europe, which offers 29 courses and trains photographers for all three Armed Services.

Five hundred present and former students and staff attended the open day, 300 of them staying for a dinner that evening.

Should it be Winston Churchill II?

WITH the announcement by President Clinton that an American destroyer is to be named the USS Winston Churchill, memories are stirred of that other American warship to bear the name Churchill . . .

In US Navy service she was the Herndon, one of 50 old escorts transferred to Britain under Lend-Lease during this country's darkest hour of the war.

The significance of the name could not have been lost on the Admiralty, or on the great man himself, who was proud of his mother's American origins. However – officially – the ships, including the Churchill, all bore names shared by communities in Britain and the US. There are several places called Churchill in this country, not to mention America.

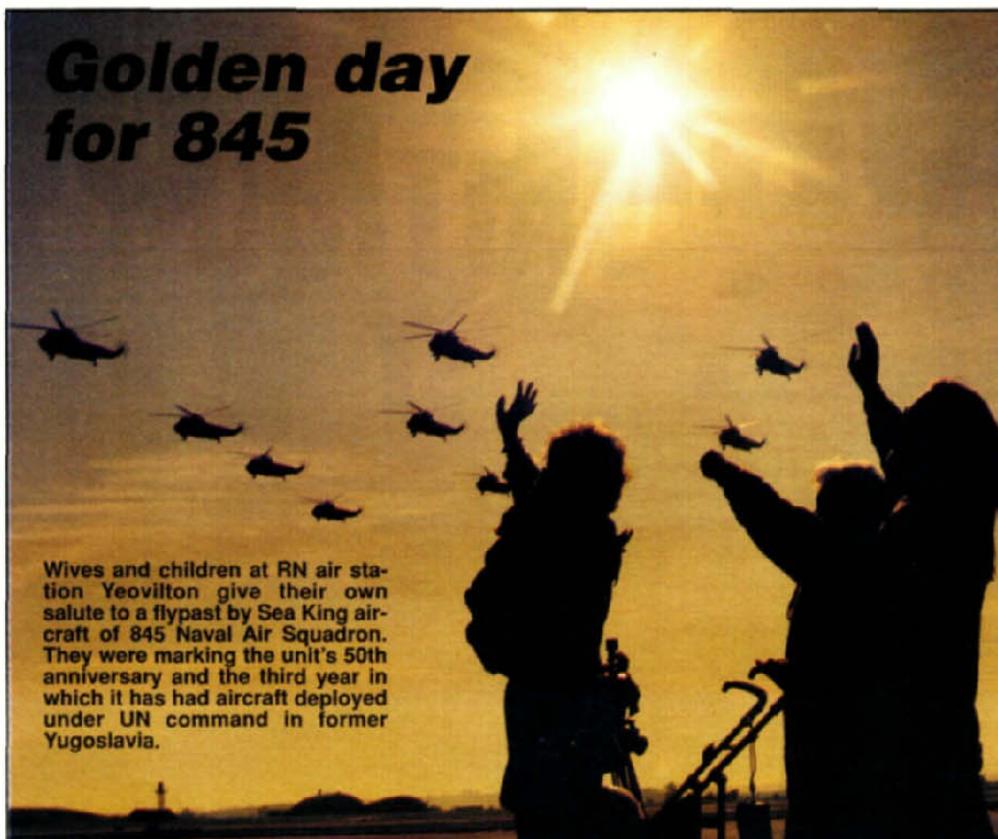
The name dropped out of the RN list in July 1944 when the vessel was transferred to Soviet service as the Deyatelnyi. She did not survive the war, being sunk in the Arctic by U-956 in January 1945.

Choice of a foreign name for a US warship is not without precedent. One example was the heavy cruiser USS Canberra of 1943.

And those who may think it a "first" if ever we called a ship by the same name as the present US President, would not be entirely right: the Algerine-class minesweeper HMS Clinton, built in Canada under US Lend-Lease arrangements, served in the Royal Navy until 1947, when she was returned – to the US Navy.

Golden day for 845

Wives and children at RN air station Yeovilton give their own salute to a flypast by Sea King aircraft of 845 Naval Air Squadron. They were marking the unit's 50th anniversary and the third year in which it has had aircraft deployed under UN command in former Yugoslavia.



WAR GRAVE VISITS: AID PLAN IS EXTENDED

GOVERNMENT aid which allows war widows to visit the graves of their husbands at a fraction of the total cost of their journey is being extended by three years.

The announcement was made by Prime Minister John Major while attending a reunion for widows held in London by The Royal British Legion.

The scheme has been running for ten years and so far has involved 3,000 war widows. For widows visiting their husbands' graves for the first time, a subsidy meets seven-eighths the cost of journeys to cemeteries as far away as Hong Kong and Malaya. Before Mr Major's announcement the scheme was due to end before the new year.

'Marvellous'

Legion President, Vice Admiral Sir Geoffrey Dalton, said the subsidised pilgrimages had been a tremendous success and their extension was "absolutely marvellous".

A spokesman for The RBL said that representations had been made to the Government urging an extension as many pre-1971 widows had not yet been able to take advantage of the offer.

The Ministry of Defence makes separate arrangements for those widowed after 1971.

Gallipoli's 'Johnnies' get a memorial at last . . .

A 101-year-old ex-sailor was among eight British veterans of Gallipoli who were present in St Paul's Cathedral to see the Duke of Edinburgh unveil the first memorial in this country to those who fought and died in the First World War campaign.

Jack Gearing, who was serving in the cruiser HMS Theseus in 1915, read Lawrence Binyon's tribute *At the going down of the sun and in the morning we will remember them*.

Also present was 97-year-old Eric Peacock who survived the sinking of the pre-dreadnought battleship HMS Irresistible, lost to a torpedo from a Turkish shore battery.

Ambassador

Allied casualties exceeded 200,000 in the fierce, eight-month campaign which failed in its prime aim to capture the Dardanelles and open up a supply route to Russia.

Among the guests for the unveiling was the Turkish ambassador, Ozdem Sanberk, who repeated the words of the Turkish statesman Kemal Ataturk spoken almost 20 years after the event: "There is no difference between the Johnnies and the Mehmeds to us where they lie side by side in this country of ours."

• The memorial to S/Lt Arthur St Clair Tisdall, who was awarded a VC for his actions during the Gallipoli landings, has been rededicated in HMS President.

On April 15, 1915, pushing a boat ahead of him, he made several trips ashore to rescue wounded men on a beach under heavy fire. He was killed in action three weeks later.

Renovation of the memorial was arranged by The Worshipful Company of Coopers.

New jumper given warm welcome

MORE THAN 80 per cent of Navy personnel who have tried the Services' new-style uniform jumper prefer it to the woolly pully it is replacing.

The survey, conducted by the Defence Clothing and Textile Agency, gave a resounding thumbs-up to the garment whose proposed introduction *Navy News* announced last year.

However, most Service people will have to wait to wear the looser fitting, unribbed garment. It will not be issued until spring and will only be provided after old stocks in the required sizes have been exhausted.

"Compared with the woolly pully, the new item is warmer, more wind resistant and is machine washable," said DCTA project manager, Cdr David Hobbs. "It is more practical and that is the important thing."



COLLINGWOOD SETS QUALITY STANDARD

HMS COLLINGWOOD has become the first military training establishment to gain a certificate of quality assurance from the British Standards Institution. It is being presented here to the Captain of Collingwood, Capt Charles Crawford, by the Chief Executive of BSI, Vice Admiral Sir Neville Purvis.

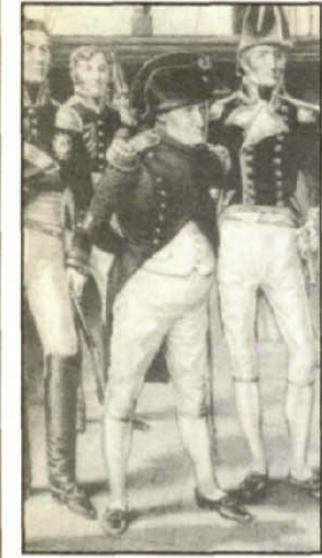
The award follows assessment of the establishment's recently introduced quality management system.

"Introducing the system in such a large and complex establishment had been a challenging task," said quality manager Lt Cdr Kevin Bumby. "Achievement of the certification con-

firms the quality of the training provided here against an internationally recognised standard."

Admiral Purvis, who was Captain of Collingwood in 1985-87, made the presentation against the background of a Phalanx close-in defence weapon.

• Devonport Naval Base has received four BSI certificates, highlighting the continuing improvement of operational standards in Fleet support. The certificates were presented by Director General Naval Bases and Supply, David Jones, to the departments of Captain Fleet Maintenance, Base Supply (Waterfront), Naval Base Facilities Co-ordination Centre and Functional Machinery Management.



'NAPOLEON' RETURNS TO ST HELENA

HMS NORTHERN leaves the UK for duty in the South Atlantic on January 5 – and on the way will visit St Helena, where the fourth ship to bear the name delivered Napoleon into exile in 1815.

"We will land a lookalike," the Type 23 frigate's Commanding Officer, Cdr Stephen Bramley has promised *Navy News*.

Napoleon surrendered to the Royal Navy after Waterloo, forced to flee Paris to escape "public vengeance". For ten days he was held in HMS Bellerophon off the coast of Devon, hoping for asylum (by coincidence he features in this month's recruiting advertisement on page 27 which shows him inspecting the Bellerophon's Royal Marines – see detail, left) but the Prince Regent's Government were determined to isolate him and the continued threat to peace in Europe he embodied.

The defeated Emperor flew into a rage, accusing

Britain of a breach of faith in making him a prisoner of war after his voluntary surrender, but had become resigned to his fate by the time he was transferred to the Northumberland, a Third Rate of 74 guns launched at Deptford in 1798, flying the flag of Admiral Sir George Cockburn.

Insensitive

Cockburn, who would become Governor of St Helena in the interim before the arrival of the notoriously insensitive Hudson Lowe as Napoleon's gaoler, by contrast treated his charge with tact and consideration – indeed there is no record of any of the Northumberland's people failing to succumb to the great man's charm.

The voyage took two months and General Bonaparte, as he would henceforward be officially titled and addressed, had his first sight of the remote island that would be his last home on October 15.

Rising up, starkly isolated in the ocean, the apparently barren rock bristling with naval guns filled him with dismay.

As he stared at it through the field glasses he had used at Austerlitz he is said to have remarked: "It is not a pleasant place – I would have done better to remain in Egypt."

A member of his retinue, Madame Bertrand, put it a bit more strongly: "The devil must have spat it out while he flew from one world to the other," she said.

At the end of December, he moved into Longwood House – where on May 5, 1821 he died of cancer, his remains being returned to Paris in 1840.

St Helena, probably the best known of all the world's solitary islands thanks to its association with Napoleon, remains almost as isolated as ever. It has no airstrip and its only regular contact with the outside world is via the steamer RMS St Helena, which calls there once every six weeks on its way between Cardiff and Capetown.

Sea King crew are made 'People of the Year'

THE CREW of a Royal Navy Sea King helicopter, who in heavy seas took speedy action to save the lives of all 11 Norwegian fishermen whose vessel had sunk, have been presented with a People of the Year Award by the Princess Royal.

They received the accolade at a charity luncheon arranged by the Royal Association for Disability and Rehabilitation at the Hilton Hotel, London.

The winchman, POACMN Ian Copley, who was lowered to wave-tossed liferafts, has been separately gazetted to receive the Queen's Commendation for Bravery.

The rescue took place as darkness fell on February 27 last year. The Norwegian fishing vessel Roaldsnes caught its net on a pinnacle and capsized within five minutes, ten miles from the coast of Norway.

Luckily, RFA Fort Victoria was in the area on exercise. Her anti-submarine Sea King helicopter from 819 Naval Air Squadron was just shutting down on the flight deck as the ship received the Roaldsnes's mayday signal.

Refuelled

Within ten minutes the helicopter had been refuelled and was airborne, reaching the scene in five minutes. Two liferafts remained afloat with five people in one, one in the second and four fishermen in the water.

The aircraft's observer, Lt Andy Aspen, lowered PO Copley down to the liferaft containing the sole occupant. In the 15ft swell he had to disconnect himself from the wire so that the men in the water could be helped into the raft before being winched into the helicopter.

The pilots, Lts Andy Naylor and Diccon Murphy, held the aircraft in a 35ft hover above the second liferaft as PO Copley was winched down again. The bad weather was deteriorating, yet despite being twice immersed in the sea the aircrew managed to ensure that the remaining six survivors were winched to safety.

Remarkable

The rescue had taken less than 30 minutes and was all the more remarkable in that of the Sea King crew only Ian Copley had any experience of search and rescue operations.

A sailor from the survey ship HMS Hecla dived into the cold waters of the Hamoaze, Plymouth



• People of the Year – the 819 Sqn crew who rescued the Roaldsnes fishermen are (clockwise from top left) Lt Diccon Murphy (pilot); Lt Andy Aspen (observer), POACMN Ian Copley; and Lt Andy Naylor (pilot).

Picture: LA(Phot) Mark Hipkin



Booties boss in Bosnia

JUST before the Nato-led peace implementation force started to build up in Bosnia last month, Royal Marines serving there were visited by their Commandant General, Lt Gen Robin Ross.

At Gornji Vakuf, HQ Sector South West, he was briefed on the current situation by Capt Chris Hornung and Capt John Fitzsimmons.

Resurgam may rise again

PLANS for heritage divers to positively identify the wreck of what is probably the first mechanically driven submarine are likely to go ahead this month.

The wreck is thought to be that of the 120-year-old submarine Resurgam, sunk in a gale while on tow off the North Wales coast in 1880. Designed by a colourful pioneer, the Rev. George Garrett, Resurgam ("I will rise again") is an important link in the history of the submarine.

In 1985 sonar traces on the seabed indicated the likely resting place of the vessel, and last month a wreck which appeared to be Resurgam was discovered and filmed by a diver in 60ft of water off Rhyl.

Director of the RN Submarine Museum, Cdr Jeff Tall, told *Navy News* that he had little doubt that the wreck was of Garrett's submarine. But it would have to be positively identified by the National Heritage Commission's Archaeological Diving Unit who were likely to be able to make an inspection before the end of January.

"If it proved to be Resurgam we would apply for an emergency designation order which would legally protect the wreck from souvenir hunters and unauthorised salvage," said Cdr Tall.

"We would then have to take advice on the desirability and cost-effectiveness of lifting her for preservation at the museum." However, he would approach the matter with caution as the museum's experience of preserving Holland I – the Royal Navy's first submarine – had demonstrated the high cost of protecting salvaged vessels from disintegration after many years on the sea bed.

Training partner chosen

A BUSINESS consortium has been chosen to partner the Naval Recruitment and Training Agency in Naval training. Rear Admiral John Clarke, NRTA Chief Executive announced last month.

Flagship Training Ltd was the NRTA's preferred partner. Admiral Clarke – also Flag Officer Training and Recruiting – said the partnering arrangement should come into effect sometime in the middle of the year.

It would increase efficiency in support areas and provide an opportunity for the UK public and private sectors to work together in the world defence market.

He emphasised that it was not a move towards privatising Naval training which was to remain firmly under RN control.

Drafty... General Service Engineering

New body for Navy's engineers

ME and WEA drafting branches merge to form their own section

DESPITE the amalgamation and rationalisation of the staff, you should not detect any reduction in the standard of service from the drafting desks.

Indeed, our aim is to continue to improve overall standards to ensure a fair and efficient service.

ME ARTIFICERS

Redundancy

The dust is now virtually settled over the '96 redundancy phase. All those involved will be ashore by now and the majority will be additional which should help smooth their way to civilian life.

One upshot of the redundancies is the issue of B13s for CCMEA to replace those (H) and (L)s that are leaving. The waiting time for advancement to CCMEA is therefore now much

Not only have the drafting sections gone through a significant change of personnel in recent months, there has also been a merger of staffs and a change of title.

The ME branch and WEA sub-branch organisations have now combined to form the General Service Engineering Drafting Section.

So, gone are the 'Clancy's Corner' and 'On the WE front' articles of the past, and in their place we have this new style which aims to give you the very latest information regarding branch drafting matters. What we haven't got is a catchy title for our article - any good ideas?

reduced, making this a particularly good time to sit the charge ticket.

Bath

When next completing a C230 you should be aware that there are 34 jobs available in the Bath area. A wide mixture of charge chiefs and CPOMEAs (ML and EL) are required.

Faslane

The range of employment at Faslane has now expanded considerably due to the recent transfer of MCM3 from Rosyth.

We are always looking for volunteers to work in this area and so if you would enjoy a stint on the West Coast be sure to let us know.



Extension of Sea Drafts (CPOMEAs)

Whilst we always take account of requests to extend in-sea service, they are sometimes turned down because of the need to maintain suitable sea/shore ratios.

The current state of rosters are such that there is slightly more scope to extend for ELs than MLs - if in doubt, discuss with MEO.

WE MECHANICS

Hong Kong

In order to support the draw down of Hong Kong and the closure of HMS Tamar by mid 1997 there will be a requirement for ratings from the following categories to serve for periods of up to six months on unaccompanied shore service in the colony from October 1996:

POMEM(M), POMEM(L), LMEM(M), LMEM(L), MEM(M) and MEM(L).

Volunteers, ideally with a driving Adqual, wishing to be considered for these billets, should forward a form C240 to NDD as soon as possible. Needless to say, a strong recommendation for suitability from your divisional officer is a must.

This will positively be the last opportunity to sample the life and delights of the Orient for many of you.

Extension of Sea Service

If you wish to extend your sea service for whatever reason, you should make this known by sub-

The General Service Engineering Team

Drafting Commander.....	Cdr Neil Stefanie	2574
and WO appointer	(TBRB Cdr John Kirk 19 Jan)	
Centre Desk & Correspondence.....	Miss Sue Haynes	2512
	WWTR Becky Pegler	
Drafting Officer ME Artificers.....	Lt Cdr Stan Mault	2572
	(TBRB Lt Cdr Colin Millard)	
CC's/CPOMEA(EL).....	CCMEA(EL) Mel Melville	2515
& MEAs under training		
CPOMEL(ML).....	POWTR Carole Costello	2576
Drafting Officer ME Mechanics.....	Lt Cdr John Fisher 2414	
CMEM/POMEM(M/L).....	POWTR Yvonne Harvey	2577
LMEM(M/L), AQC & LRQC.....	CPOWTR Pete Wallace	2514
MEM(M/L).....	POMEM(M) Mick Merritt	2578
LWTR Tim Jones		
Drafting Officer WE Artificers.....	Lt Cdr Des Maddock	2525
All WEAs.....	POWEM(R) Ian Whittington	2527
D2 WEA Assistant.....	Miss Nicol Biggs	2525

And finally...

...a reminder that to achieve your desired draft you must keep your drafting preference up to date.

So often we hear from divisional staffs that the preference drafts we issue are no longer the preference drafts of the receiver for a variety of reasons, none of which have been reported on a DPF.

It is in your interest, and indeed your responsibility, to keep Drafty informed of any change to your circumstances:

IAW BR 14 Article 0203 - you should sight your DPF annually at the same time as you view your service certificate.

Have you seen yours lately?



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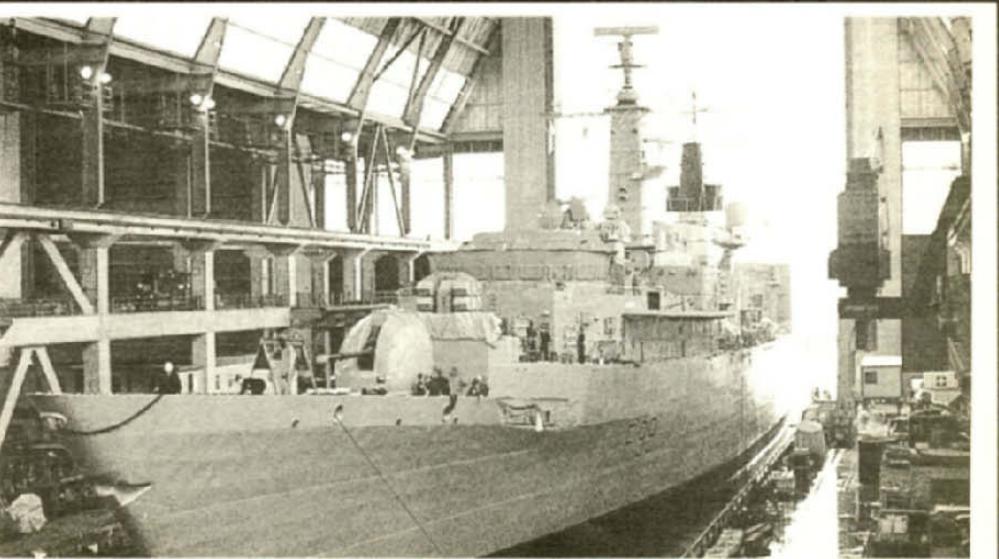
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Cornwall's refit nears completion

HMS Cornwall is more than half way through her first full refit.

The ship has left the Devonport Frigate Complex and machinery and weapons are being set to work.

The small refit ship's company and firefighting party have been keeping their affiliations live during the refit with visits from the HMS Cornwall 1939-42 Association as well as the Leatherseller's Company.



SHE'S A CAPITAL SHIP, CARDIFF

APTLY named "workhorses of the Fleet", HMS Cardiff and her sister Type 42 destroyers form the backbone of the Royal Navy's anti-air warfare forces and are also equipped to deal effectively with surface and submarine targets. They are powerful, cost-effective platforms for the Senior Service's latest weapon systems.

Since returning from the Gulf War in 1991 Cardiff's deployments have included counter-narcotics patrols in the West Indies - during which period she also assisted the relief task on the island of Eleuthera in the wake of Hurricane Andrew - and a stint with the Standing Naval Force Mediterranean.

A short period in home waters for maintenance and intensive sea training followed before Cardiff returned to the Gulf for seven months.

She and HMS Cornwall conducted joint patrol operations in the Northern Arabian Gulf with allied navies and this overt naval presence helped the swift resolution of a period of heightened tension between Iraq and Kuwait.

Upon her return to the UK Cardiff underwent a further period of maintenance before embarking on a busy programme of exercises and training. As a participant in a three-week long NATO exercise, Strong Resolve, in Norway she operated in close co-operation with ships from the United States, Canada, Holland, Spain and Norway.

Readiness

Operational sea training at Portland followed in preparation for assuming the duty of Fleet Ready Escort. This task demands readiness to deploy to any potential area of tension at short notice - for example, in support of the United Nations arms embargo in the Adriatic.

Since completing OST the ship has taken part in VE Day commemorations in Copenhagen and Oslo and provided navigational sea training for frigate and destroyer navigating officer candidates.

A visit to her namesake city of Cardiff for VJ Day anniversary celebrations followed another maintenance period and then the ship sailed to Plymouth for a trials and weapon training programme, part of the continuing process of maintaining military capability.

In November HMS Cardiff became the first Royal Navy ship to enter Beirut for 27 years. Visits to Tunisia and Gibraltar followed. Before her call at the Lebanese capital she took part in the multinational exercise Bright Star, which also involved the Egyptian Navy and 40,000 troops ashore in the Egyptian desert. Seventeen warships participated.

Fitted out

Built by Vickers in Barrow and launched in 1974, HMS Cardiff's fitting out was delayed until she was towed to Swan Hunter's yard on the Tyne, and she was finally accepted into service in September 1979.

Her air defence armament centres around the Sea Dart missile system which in its prime role is designed to provide area air defence to a group of ships at sea. It also has a capability against surface targets.

The system comprises a twin-barrelled missile launcher and two Type 909 fire control radars which

guide the missile to its target with the help of the ship's main computer installation.

A Vickers single-barrelled automatic 4.5in Mark 8 gun is also fitted. This weapon, also controlled by the Type 909 radars, has a high rate of fire. It is capable of engaging both air and surface targets and performs well against shore targets in the bombardment role.

Self defence

Close range self defence is provided by two radar-controlled Vulcan Phalanx weapon systems and a number of manually operated 20mm guns.

Overall the ship has a comprehensive fit of search and target indication radars as well as various electronic warning devices which together feed the centralised computer system with information to enable the air defence weapons to engage their targets.

Cardiff is fitted with the advanced Type 2016 active sonar for the detection of submarines. This feeds target information into the computer system, thus allowing the helicopter controller to position the ship's Lynx helo for an attack with homing torpedoes.

The Anglo-French Lynx, an important component of the Type 42's weapon package, can also carry the Sea Skua air-to-surface guided missile which proved so effective in the Gulf War.

With its powerful radar, the Lynx extends the ship's detection range against enemy surface forces. It can achieve speeds of over 150 knots and is fitted with comprehensive avionics equipment. The helicopter can also be used for search and rescue.

HMS Cardiff's full internal and external communications and navigation fit, including satellite link, complements the weapon systems and provides swift and accurate action information.

Data handling

In action the ship is fought from the operations room, where full use is made of the main computer to handle the large volume of data available.

Here the Commanding Officer, supported by his command team, orders the tactical manoeuvring of the ship and strives to ensure the most effective use is made of all weapons to engage the enemy at long range and protect high value units in the group.

The Type 42's ship's company comprises more than 280 men and women who serve in four main departments - operations, supply and secretariat, weapons engineering and marine engineering. Each is an expert in his or her own field. In such a modern, complex warship the emphasis is increasingly placed on technical skills.

HMS Cardiff has a well-equipped sickbay and comfortable if somewhat confined accommodation - creature comforts often necessarily taking second place to fighting efficiency. She is fully air conditioned.

Recreation at sea comes by way of films, TV and a well-stocked library. Day to day necessities are sold from a small Naafi canteen.



Facts and figures

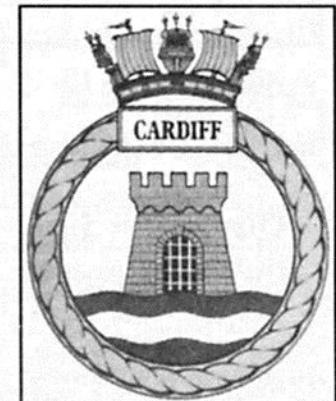
Pennant no: D108. **Builder:** Vickers Shipbuilding and Engineering, Barrow-in-Furness. **Laid down:** November 6, 1972. **Launched:** February 22, 1974. **Commissioned:** September 24, 1979. **Displacement:** 4,000 tons. **Length:** 412ft. **Beam:** 46ft. **Main machinery:** Two 28,000 bhp Rolls-Royce Olympus gas turbines for full power; two 5,200 bhp Rolls-Royce Tynes gas turbines for cruising; controllable pitch propellers on each of two shafts for manoeuvring. **Speed:** In excess of 28 knots. **Range:** 4,000 miles at 18 knots. **Motto:** *Acris in cardine rerum* - Keen in emergency.

POSTCARDS of *Ships of the Royal Navy* are available at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced £7 and a standing order for the supply of each of 12 cards on publication may be arranged on receipt of £10.50, or £12.50 overseas. Prices include postage and packing, and postcards will be dispatched on receipt of stamps, postal order, cheque or credit card details. Our postcard series began in 1956.

CRUISER LED THE GERMAN HIGH SEAS FLEET IN TO SURRENDER

TODAY's destroyer, holder of the Battle Honour *Falkland Islands 1982*, is the third HMS Cardiff.

The first of the trio was originally a Dutch pirate vessel, *Fortuin*, taken in the North Sea in 1652 and renamed Cardiff to commemorate the capture of Cardiff Castle during the Civil War.



She served off Ireland and later with Penn's fleet in the West Indies. Condemned in 1656, she was sold in Jamaica in 1658.

Built by Fairfield, Govan, the second HMS Cardiff was a Ceres-class light cruiser completed in June 1917. Armed with five 6in and two 3in anti-aircraft guns and eight 21in torpedo tubes, she displaced 4,190 tons.

Cardiff entered service as flagship 6th Light Cruiser Squadron and fought at the battle of Heligoland Bight, November 17, 1917. She was chosen to lead the entire High Seas Fleet in to surrender on November 21, 1918.

She next supported the Latvians and Estonians against the Bolsheviks, and she later became Flagship of the 3rd Light Cruiser Squadron in the Mediterranean.

From the China Station she joined the 12th Cruiser Squadron on Northern Patrol in 1939. From 1940 she was a gunnery training ship for the Clyde area.

Reduced to the reserve in Gareloch in September 1945, Cardiff was sold to Arnott Young the following January to be broken up at Troon.

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Letters

Tamar to Cornwall

MANY thanks to all who have sent in donations to help get the dog 'Tamar' home from Hong Kong (October issue).

I now have nearly £400 of the £1,800 needed, the cash coming mostly from ex-servicemen and women from 18 counties in England and Scotland which goes to show the popularity of *Navy News*.

Fund raising has been going on in various places in Hong Kong to help make up the difference.

Tamar has had his anti-rabies and distemper shots and should be flying to Britain this month to begin quarantine in Yeovil where I will be based, and will then join his new friends in Cornwall when they return from Hong Kong later in the year. — **L.A.(Phot)**
D.Trish, HMS Tamar.

Surviving members

WE NOTED with interest the letter from A.Burnett-Leys, 'No Club for Survivors' in the September issue.

Although not a club, our association has existed for a number of years and originally included D.E.M.S. and both British and Allied Merchant Navy who were victims of U 558.

Originally we had a very good and responsive international membership, but unfortunately many of these have 'crossed the bar'.

We do still have members in Norway, Holland, Belgium, Denmark and the USA, however and are always interested to hear from anyone who had any experiences with U 558. — **W.C.Dawson, Secretary, U 558 Association, Whitley Bay.**

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Harassed by a big bill

I WAS interested in the statement regarding sexual harassment contained in DCI RN 196/95 reported in the November issue.

I am an Inspector in Northumbria Police and between 1992-95 was a trainer in the Management and Professional Studies unit of the force and one of those responsible for the Equal Opportunities training.

It is apparent that the Royal Navy is undergoing the painful process of full integration of the sexes in the work place that the Police service has experienced.

Without doubt both the Navy and Police Forces are predominantly male-dominated organisations with associated "macho" image.

Only recently have female Police officers reached senior managerial posts in the force — and in my experience have had to work twice as hard as their male colleagues.

Sexual harassment is when someone experiences unwanted behaviour of a sexual nature. This includes physical or verbal abuse or the display of sexually explicit material that may offend.

The harassment is felt by the complainant and cannot be judged by someone else. Often examples of sexual harassment may seem trivial to others but to the recipient are very hurtful and distressing. Typical examples are nicknames with a sexual (or racial) origin.

The last paragraph of the DCI stating that malicious or exaggerated complaints will result in disciplinary action is in effect a "wrapped message" which discourages complaints.

Delegating responsibility to commanding officers to organise training for their personnel in equal opportunities matters is nothing less than a complete abrogation of responsibility on the part of those in charge.

The training involved is complex and deals with attitudes, feel-

ings and often deep seated prejudice.

As one of the first in my force to train officers in their responsibilities as regards equal opportunities training, at the end of a training day I often felt as though I had gone ten rounds with Frank Bruno!

In the event of a case of sexual harassment being proven, then the organisation is equally liable as the perpetrator if training is shown to be less than adequate and only lip service has been paid to equal opportunity training.

It has cost some police forces many thousands of pounds where sexual/racial harassment has been proven and those in authority have been shown to condone or ignore it or provide insufficient or inadequate training.

I feel that those who issued the directive should look very closely at the implications and ensure that the Royal Navy gets it right. — **I.Richardson, Durham.**

Malicious

Capt S.A.Conway, RM replies:

I am most grateful to Inspector Richardson for taking an interest in the RN policy on sexual harassment. The Royal Navy is in the early stages of developing Equal Opportunities policies and we are keen to heed the advice of others who have more experience.

As the author of the RN policy I would like to clarify three points he raises.

The last paragraph of the DCI is designed only to discourage malicious or exaggerated complaints. Inspector Richardson correctly states that harassment is felt by the complainant and cannot be judged by someone else and is therefore by definition easy to exaggerate.

The Royal Navy has a comprehensive complaints procedure using the Divisional system which is designed to reduce the anxiety associated with making such a complaint.

The unique role of the commanding officer, who is responsible for the welfare and discipline of his ship or establishment, should not be underestimated.

There is no abrogation of responsibility by more senior officers because the commanding officer has access to organisations which are designed to assist him in executing his responsibilities, such as the Naval Personnel and Families Service and a dedicated agency to assist with training matters.

The Ministry of Defence is very conscious of the demands placed on those responsible for implementing equal opportunities policies and employs civilian consultants to run mandatory training packages for senior officers and advise on the practical application of current legislation.

The RN is keen to get it right and has drawn on the experiences of the Metropolitan Police and large private sector companies in the preparation of its Equal Opportunities policies.

Our tanker, not yours

In your September feature 'Australasia 95' the tanker in the photo of HMS Monmouth exercising with HMNZS Wellington is actually HMNZS Endeavour, not RFA Brambleleaf. — **J.A..Bell, Director of Naval Construction, Wellington, NZ.**

Sore over local acting rate rise

I HAVE been passed for POWEM(R) for two years and have joined the points roster recently. As you can imagine, I am not enjoying the long wait between passing for and picking up my rate.

Salt is being rubbed into the wound by the apparent increase of the local acting rate.

I am personally aware of at least five L.APOWEM(R)s, some of whom have not yet passed for the rate and some who have only just passed.

This is made even worse by drafting L.APOs to a PO's billet elsewhere so they can keep their PO status.

I know the rules regarding the rating up of the most suitable person available, however there is a pool of people like me who would appreciate being considered when vacancies for jobs for which we are qualified appear.

Although the local acting rate is obviously a very cost-effective method of filling billets with the appropriate rating, the price paid is that rosters become longer, yet there seems to be no method of trawling for volunteers on the roster, who would gladly accept a draft at the higher rate and thus would be of benefit to all.

My protest is not directed at the individuals themselves, but the question remains as to why the roster for POWEM(R) is so long if there are at least five vacancies? — **LWEM(R) Carter, HMS Nelson (Gunwharf).**

Captain Naval Drafting replies:

While it is perfectly true that the continuing reductions in manpower across the Service has resulted in longer roster lengths, the award of a Local Acting Rate does not affect advancement and promotion rosters in any way.

They are entirely separate and there is no question of anyone being delayed on their roster for this reason.

Turbulence

There are several reasons why Local Acting has to be used, not least to help minimise turbulence for individuals — we may not be able to relieve a newly promoted rating at short notice, for instance, so the job he is needed for elsewhere may have to be filled by an Acting Local.

Ratings drafted into a billet for the next higher rate are carefully taken in sequence from the promotion roster in order to be equitable to all others on that roster.

However, ships or units faced with a gap can rate an individual Acting Local without reference to their roster position. There is, of course, nothing new about this procedure.

There is no truth in the suggestion that L.As are drafted elsewhere into Petty Officers' billets in order to keep their rate. Local Acting must always be regarded as a perk whilst it is held and on completion of the draft in question the likelihood is that it will be relinquished.

Well-loved woolly

SO THE famous 'woolly pully' has met its demise — much to the regret of many, no doubt.

I remember having my very first one many years ago — and it is still in my possession today. It has been with me through thick and thin, through storm and tempest, rain, hail and snow and it is still wearable, tho' only in the garden.

I am not looking forward to the day when my wife tells me that it is time it was thrown away for it will be like parting from an old friend!

I have never known a garment so versatile, warm, hard-wearing and comfortable and I for one am sad to know that it will no longer be available.

I wonder whether its replacement will be so well-loved and used. — **H.W.J.Caten, Sutton Coldfield.**

Serviced by sailors

FORMER Fleet Air Arm ratings who were seconded to 38 Group, RAF during World War II may be interested to learn that an aircraft they serviced has just been raised from the depths of Lake Mjosa in Norway, where it has lain undisturbed since 1945.

This aircraft, Handley Page Halifax Mk VIII, NA 337, '2PX' of 'C' Flight, 644 Squadron at Tarrant Rushton, Dorset, was shot down by German anti-aircraft guns whilst on an SOE operation to supply a unit of the Norwegian underground.

Sadly, only the tail gunner survived from the crew of seven.

Loaned

The FAA rating who serviced the armament on this aircraft was either AMO Cliff Sowrey or AMO Charlie Skinn. They were just two of the many hundreds who were loaned to RAF stations at Tarrant Rushton, Earls Colne, Netheravon and Keevil to assist with the D-Day and Rhine Crossing operations.

NA 337 has been taken to Trenton, Canada where it will take pride of place in the RCAF Memorial Museum there.

After a restoration which will take about four years, it will be a permanent memorial to the RCAF crews who carried out more than 39,000 operations in Halifax aircraft. — **V.I.Porter, Teddington.**

VCs in unmarked graves

IN THE past year when we have been commemorating the end of World War II and honouring the living Victoria Cross heroes, I have been greatly saddened to find that so many VCs of the past lie in unmarked graves.

Two examples I have come across in my researches are both Navy men. John Taylor, buried in Woolwich cemetery, was awarded his VC while serving with the Naval Brigade in the Crimea.

In the same action (the assault on the Redan, 18 June 1855) Henry Curtis was likewise decorated. He lies in Kingston cemetery, Portsmouth, unmarked.

Another is Eric Gascoigne Robinson, who as a lieutenant commander was awarded his VC for his bravery at Kum Kale during the Dardanelles campaign in February 1915. He lies in St John's churchyard, Langrish, Hants.

Capt Edward Unwin, who lies in the churchyard at Grayshott, Surrey, now has, by the generosity of the local Parish Council, a headstone, 45 years after his death and 80 years after his heroic deed on the beaches of Gallipoli.

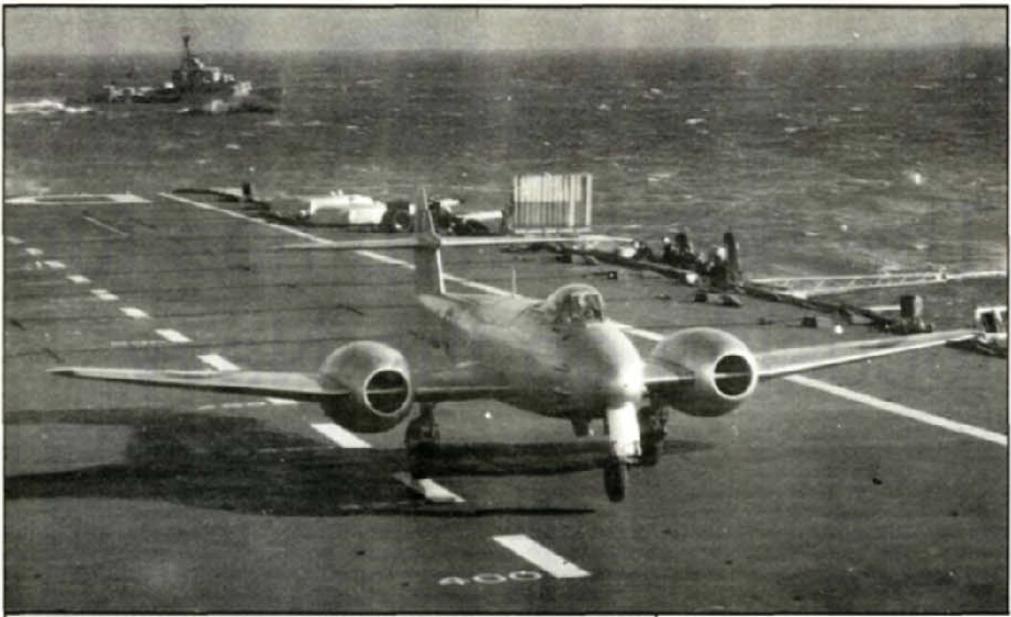
Perhaps more local councils could find it in their hearts to commemorate their local heroes — and maybe ex-Servicemen's associations could agitate within their local areas to see what can be done. — **S.W.Applin, Pentonville, WC1**



• Edward Unwin, VC

Navy News

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Circuits and bumps with a difference

YOUR fascinating article and photo of Capt 'Winkle' Brown flying down the port side of HMS Ocean (November issue) vividly called to mind a week sometime in 1951 when I was serving in HMS Illustrious as a flight deck logger.

Trials of the behaviour of jet powered aircraft making deck landings with varying windspeeds and directions, dropping to a negative windspeed over the deck, were being carried out.

The aircraft were De Havilland Vampires, with no hook fitted! They approached the deck in the normal way, aiming for a theoretical third wire. As soon as they touched the deck they opened up and flew off again – rather like circuits and bumps, with a difference.

The Illustrious was involved in trials of several different types of jet, including the first deck landing of a swept wing aircraft on a British carrier. This was the Vickers Supermarine Type 510 (Swift), which I believe holed her port wing after several fly-offs and had to make an emergency landing at Culdrose as she was losing fuel. – H.G.Lonsdale, Eccles.

• A Gloster Meteor III flying off HMS Illustrious.

Monmouth on screen

WE WERE very interested to read R.Thomson's letter (October) contradicting our claim that no memorial exists to commemorate those lost in HMS Monmouth at the Battle of Coronel and pointing out that the Anglo-Chilean Society have erected one in Coronel, Chile.

We stand corrected – but we do not intend to let this good news from far places deflect us from our plans.

The memorial screen is now being constructed and will be put in place at St Mary's, Monmouth, in time for a Service of Dedication on 4 February, 1996.

We are most grateful to *Navy News* readers who have subscribed to the fund raising appeal – further donations would be most welcome.

Write to The Monmouth Appeal, c/o Sec RNA Monmouth Branch, 2 Monkswold Close, Monmouth, NP5 3PH. – Cdr T.D.Elliott, HQ C-in-C Fleet, Northwood.

THE LAUNCH of HMS Ocean (November issue) and its subsequent damage, because the fore end of the launch cradle broke away, is a reminder of the launch of HMS Formidable at Harland and Wolff in 1939 when a similar incident occurred.

Happily, the Formidable entered the water in the upright condition, unlike the Chusan launch at Vickers in 1949 when the fore poppet on the starboard side collapsed and the vessel heeled over, narrowly missing a crane.

But a woman was killed and a number of people injured.

The fore part of the launch cradle stabilises the vessel immedi-

ately the stern lifts, when at those few moments in time the vessel is unstable until fully afloat.

Thus the connections of the various parts of the launch cradle must be adequate to absorb the severe stresses that inevitably arise at the critical moment from the stern lift, or when just before launch the whole force acting down the slipway then exists at the fore end on the launch triggers. – K.A.Slade, Rainham, Kent.

Quickfire column

IN SEPTEMBER I asked you to put an article in the Over To You section. I had been trying to track down a family that a German lady had a paired for back in the early 70s.

All I had to go on was a name (Parrot), the fact that he was a former RN engineer and an old address in Gosport.

The family that spotted the article in the October edition moved to Cambridge from Gosport 22 years ago and had recently started buying *Navy News*.

By chance they had been neighbours of the Parrot family and had kept in touch.

They forwarded the article to Mrs Parrot, who now lives in Spain and she wrote to me.

I faxed the letter to Germany and on 31 October received a delighted telephone call from Frau Rosenstock, as she now is...

– WO(MAA) K.Burton, Office of Second Sea Lord, Portsmouth.

Revelations in Arkhangelsk

I FREQUENTLY work in Arkhangelsk, North Russia and am assisting Professor Yuri Barashkov of Arkhangelsk University who intends running a long series of articles in the local press there about the Russian convoys during World War II.

The communist regime played down the importance of the convoys at the time and for many years subsequently – it was simply too embarrassing that Westerners had helped significantly.

Yuri wants to highlight the truths that have been hidden all these years to the citizens of Arkhangelsk and surrounding areas and would be grateful for any information, photographs etc.

Write to him through me – S.M.Canby, 114 Efford Road, Plymouth, PL3 6NQ.

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CASH PRIZES TO BE WON!

A specially devised Navy News monthly quiz is featured in the 1996 calendar. Full details of how to enter will appear in the calendar and also in the January 1996 issue of *Navy News*.

Once again the customary high standard of presentation and production has been maintained. This colourful calendar, printed on fine-grade paper wire bound at head and with high quality varnished cover will also make an ideal Christmas gift, particularly for someone with a love for the sea and ships.



Letters



Canterbury tales without side



The Archbishop has fun focusing on the Navy

... a real need for a flexible fighting force which may be called upon as a peacekeeper.'

— Dr George Carey, Archbishop of Canterbury, seen with Naval chaplains on board HMS Illustrious.

A LONG-HELD ambition was fulfilled when the Archbishop of Canterbury joined the Royal Navy — albeit on a very short commission.

Dr George Carey spent four days with the Senior Service to gain a deeper insight into current developments — and perhaps find out what he had missed.

"I was in the Sea Cadets from the age of 12 to 17 — until I joined the Royal Air Force," he told *Navy News*.

"I was keen to do National Service in the Navy, but in those days National Service wasn't open to people who wanted to go into the Navy."

"I could have gone in if I'd gone for three or five years, but at 18 I was only keen on doing two... perhaps I missed my opportunity then, but I've had four days now and I loved it."

The Archbishop was flown by helicopter — piloted by Lt Cdr The Duke of York — to HMS Illustrious at sea and the following day transferred to Devonport. Here he was briefed by Flag Officer Sea Training Rear Admiral John Tolhurst on the role of FOST and after being welcomed to the Plymouth Command by Vice Admiral Sir Roy Newman toured the new Naval Base Church complex, meeting members of the Chaplaincy Team with the principal Roman Catholic and Church of Scotland Free Churches Chaplains, Mgr Noel Mullin and the Rev Bruce Neill.

In a wide-ranging sermon at the Church of St Nicholas Dr Carey drew on his recent experiences in Egypt and the Sudan to stress the task of the Church to resist evil and expressed his appreciation for the role of the Armed Forces.

Next stop was the Type 23 frigate HMS Northumberland — right in the middle of an all-action 'Thursday War' exercise.

"I thought this was going to be just big boys playing games — but it was deadly serious," Dr Carey later confessed.

"I have never been up and down so many ladders in my life — and when we were battened down for the 'war' the further down you went, the narrower the hatches."

Personal development

"But for an archbishop it was an incredibly useful insight, because a lot of my ministry is in the grand occasions."

"People weren't the slightest bit overawed by my presence — they launched into questions and it was very good fun indeed. There was no side at all and I appreciated that."

"In my job it often takes a long time to get across the gulf, but we were able to talk about morale, spirituality, personal development and other issues."

At the end of the last leg of his visit, having flown on to Portsmouth to meet the Second Sea Lord and C-in-C Naval Home Command, Admiral Sir Michael Boyce, Dr Carey said he had been impressed by "the professionalism of the Navy, by the singlemindedness and the ability to focus."

"Unfortunately, in civilian life it is quite rare to find such a focus — quite often the problem is that there is no sense of direction — but you find that in the Navy."

He said he hoped his visit had encouraged the chaplains in their "difficult job".

"I'm full of admiration for the chaplains — they're highly dedicated, professional Navy people who not only provide a religious, spiritual service but are often in the front line on personal problems."

"I also learned a great deal about the pressures on Navy personnel. We joined HMS Illustrious on the second day of a six-month voyage. As a married man I can appreciate the pressures on a marriage through separation — and even single people will feel the absence from friends and so on."

Peacekeeper

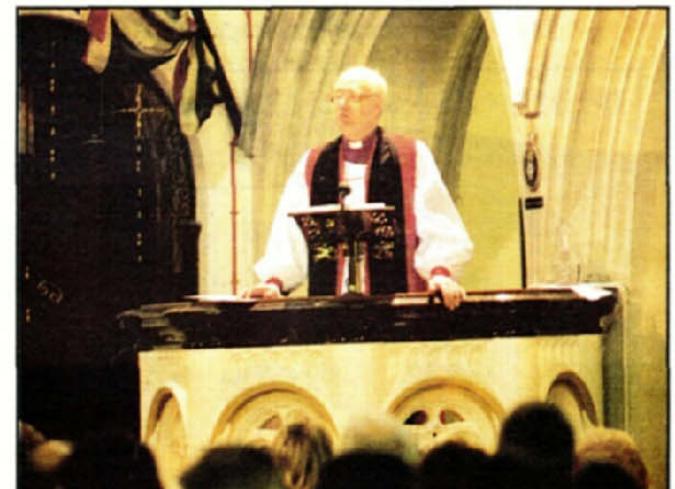
Dr Carey showed himself to be a staunch supporter of an effective Navy.

"I believe that in the post-Cold War period, with the rise of ethnic identities and of religious fundamentalists, we live in a much more confusing, complex world."

"We know there is a real need for a flexible fighting force which may be called upon as a peacekeeper — so it is necessary to have the Royal Navy strong."

"It is a highly dedicated fighting force doing an absolutely essential task for the nation and I come away with very great reminders and memories of my four days with the Navy."

Following this, the longest visit by an Archbishop of Canterbury and one traditionally made only once every 8-10 years, Dr Carey will be visiting the Royal Air Force and the Army this year.



• The Archbishop of Canterbury speaking at St Nicholas Church, HMS Drake.

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How West Indies Guardships have made their presence felt

Destroyer makes a fiery entrance

AS HMS BRAVE was experiencing an eventful beginning to her duties as West Indies Guardship, her predecessor HMS Southampton was making a volcanic entry into Portsmouth.

The Type 42 destroyer returned home on December 4 with a 15ft wooden representation of Montserrat's troublesome volcano mounted on her flight deck and belching red smoke.

In August, Southampton, with RFA Oakleaf in support, landed 90 sailors and 30 Royal Marines on the island to help to bring to safety 5,000 people in danger from the volcano which was threatening to erupt.

The ship's wry humour delighted families and friends who gathered ashore to give the destroyer a warm welcome after her seven-month deployment.

Before handing over her duties to Brave, Southampton visited Belize - where she expended 83 4.5in rounds during a gunfire support exercise. Next ports of call were Wilmington (North Carolina), and Bermuda.

Trials

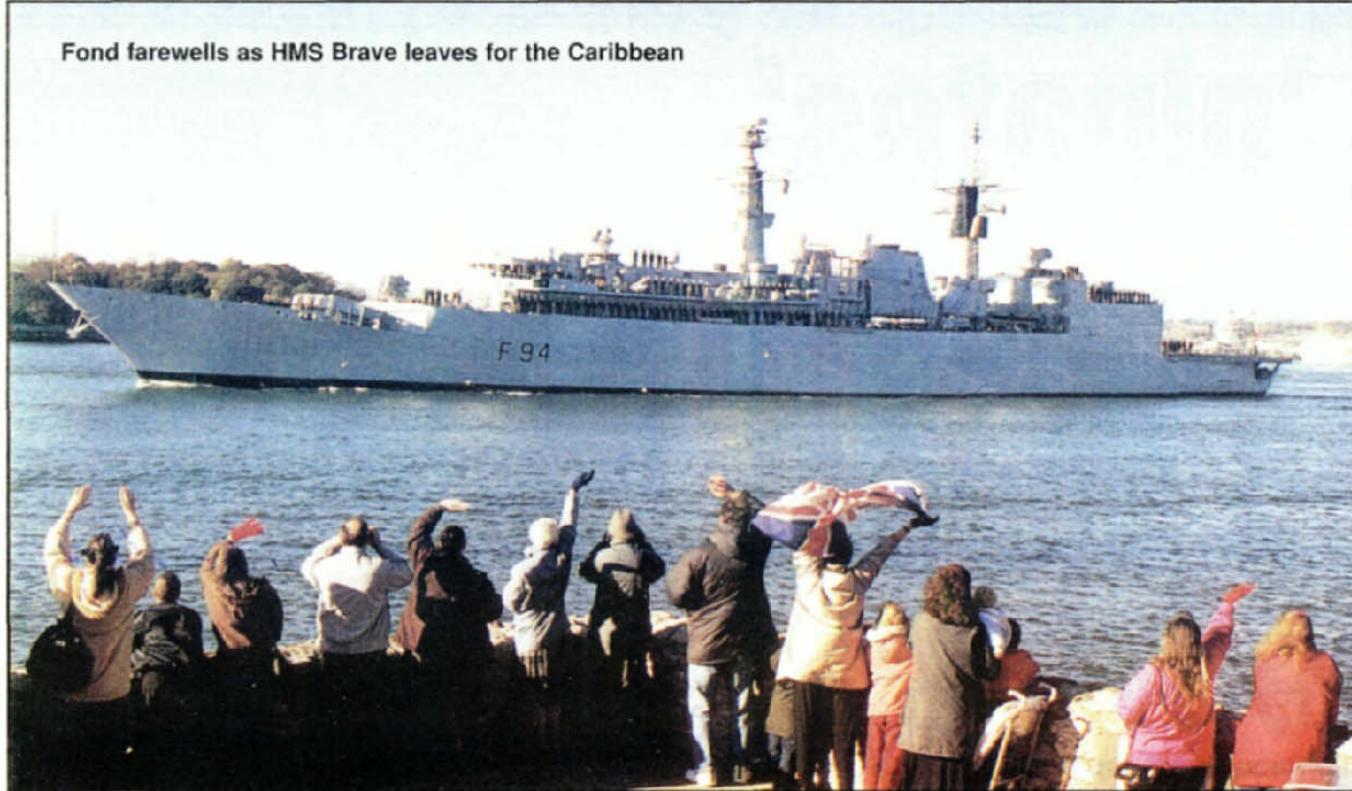
She is now undertaking an assisted maintenance period until mid-February followed by trials and training.

One man on board who returned a lot lighter was AB Matthew Jones who during the deployment lost more than a fifth of his 22-stone weight. Matthew's friend in their village in Wales is struggling to raise funds for treatment of his son's cerebral palsy, and the sponsored slim netted £1,300.

As the ship was returning, wives and girlfriends of the men on board took part in a BBC *Clothes Show* production when five of them they were asked to get decked out in garments they would not normally think of wearing.

The five "models" - Denise Pearce, Sharon Edwards, Claire Gordon, Natalie McCafferty and Jackie Hardy - were filmed for the show in the Wardroom at HMS Nelson. The programme was screened on November 26.

Fond farewells as HMS Brave leaves for the Caribbean



BRAVE'S £20m DRUGS SWOOP

WITHIN three weeks of taking over duties as West Indies Guardship, HMS Brave has pulled off a £20-million drugs bust.

The operation, involving the ship's Lynx helicopter and US Coast Guard personnel embarked in the frigate, won the praise of Armed Forces Minister Nicholas Soames who described it as "a significant success in the fight against drug-trafficking."

Brave's swoop on the smugglers came on December 12 when she was patrolling in international waters off Jamaica. Her helicopter spotted a suspicious looking vessel, the crew of which began to jettison packages into the sea.

Acting quickly, the Lynx crew recovered one of the 13 ditched bales which was later found to contain cocaine and marijuana. Total street value of the consignment was estimated at £20 million.

Arrests

When Brave arrived on the scene the boat's crew surrendered and were arrested by the US Coast Guard officers who later handed them over to the Jamaican authorities.

Commanding Officer of the Type 22 frigate, Cdr Tony Johnstone-Burt, told *Navy News*

that the US authorities were delighted that she was helping to combat the flow of narcotics from South America to USA and Europe.

"The ship's company know that they are not only fighting organised crime but are indirectly helping to protect their own families and friends from the danger of drug abuse," he said.

HMS Brave left Devonport in November for her seven-month deployment, but many families were flying to Tampa, Florida to be reunited with their loved ones during the ship's Christmas stand-off.

'More settled'

From front page which continued to set the standards as a versatile, "premier league Navy" with global reach, undertaking a wide range of tasks.

In 1996 budgets would remain tight and unwelcome decisions could be necessary. But while it would not be a bed of roses for the front line, or those supporting it, modernisation was continuing with the launching and ordering of new vessels.

"We are intent on promoting the greatest single factor, people, within every policy decision, and you will for example already have noticed an easing of Second Open Engagements, increased promotion in some areas and enhanced recruiting, all of which mark a gradual return to more settled times."



Invincible back from the action

FAMILIES and the news media greet HMS Invincible as she returns to Portsmouth on December 9. During her five-month Adriatic deployment she was involved in offensive air action for the first time since the Falklands War in 1982.

She took part in the ten-day NATO bombing campaign of Bosnian Serb military positions,

launching more than 24 Sea Harrier attack sorties, 37 combat air patrol missions and 22 reconnaissance sorties.

She has been relieved off Bosnia by HMS Illustrious, which due to NATO requirements had to cancel a planned Christmas reunion with families in Barcelona. It is understood that about 200 relatives and friends were affected.

Illustrous's Sea Dart firing - page 33.

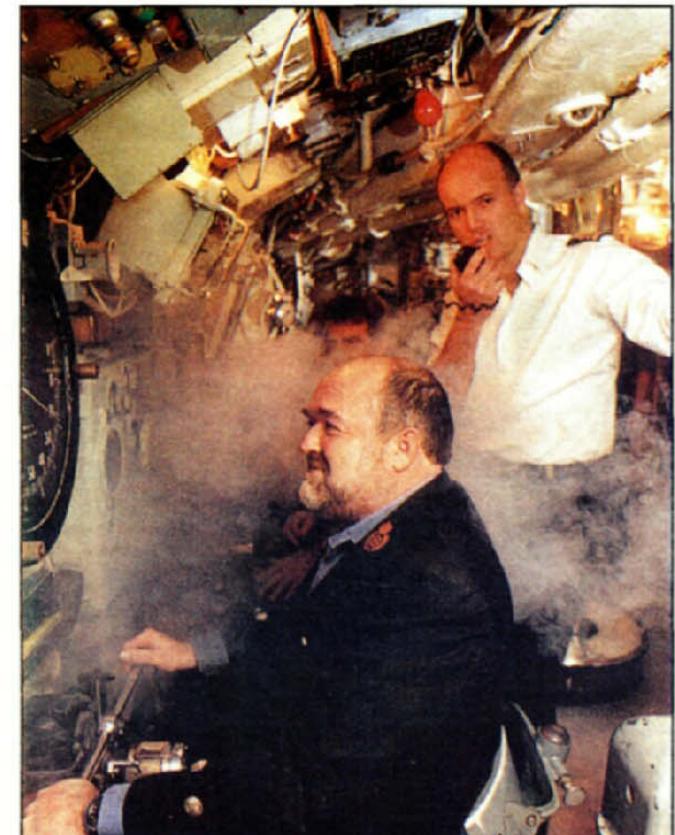
MPs face the fire

MPs Jamie Cann and Michael Stephen got a taste of firefighting when they visited HMS Excellent to acquaint themselves with the work of the establishment, including the Firefighting School.

They also visited HM submarine Tireless and RFA Fort George during their fact-finding visit to the Navy.

THE MUSEUM submarine HMS Alliance, which served during the Cold War, was brought back into service for the South Coast release of the major, post-Cold War feature film *Crimson Tide*.

Alliance, high and dry at the RN Submarine Museum at Gosport, was brought back to life to set the mood for press and Channel 4's *Movie Watch* coverage of the suspense



HMS Alliance back in action with her Commanding Officer for the day, Lt Cdr Bryan Newton (the Submarine School's Training Staff Officer) and the Training Cox'n, CPO Jan Nash.

Picture: London Evening Standard

Old Alliance in come-back role

MORE than 200 ratings have been selected for second open engagements.

In October the Second Sea Lord, Admiral Sir Michael Boyce, confirmed that second open engagements (20Es) would take place, and the selection boards were held during the second half of November.

The boards considered candidates in categories where quotas existed and whose current engagements expired in 1996-99.

In a message on December 7, the Second Sea Lord said the 215 selected would maintain a careful balance between satisfying those seeking longer careers without introducing further delays to promotion at more junior levels.

Specific manning considerations had resulted in significant quotas in some branches while for others there had been no scope for 20E this time.

Herald marks 21st birthday

SURVEY ship HMS Herald has celebrated the 21st anniversary of her first commissioning with a dinner at HMS Drake.

Serving and retired officers, many with their wives, attended the event at which guest of honour was Rear Admiral G. P. D. Hall, Hydrographer of the Navy in 1971-75.

He was accompanied by his wife who launched Herald in 1973. The present CO, Cdr Ian Bartholomew, presided.

During her career the ship has steamed more than 600,000 nautical miles.

film's Southern preview at the RN Submarine School, HMS Dolphin.

The American film assumes a renewed period of tension between the West and the former Soviet Union, the action taking place in a missile-armed US Navy submarine.

Staff from the Submarine School manned the old vessel for a simulated attack, an emergency dive and other drills including responses to fire, casualties and flooding.

215 are picked for 20E

Helping Hands

Clyde 'pirates' boost Children In Need appeal

CLYDE Naval Base personnel really pushed the boat out to raise cash for the annual Children In Need Appeal.

With the help of rigid raiders from the MOD Police's Clyde Maritime Unit, a gang of pirates invaded Helensburgh and other towns in the area, collecting more than £1,500.

The pirates, Davie Thomson, Donnie Howieson, Tony Tait and Tony Tolhurst from the Naval Technical Dept, were backed up by Wren Writters Tara Barnes, Susan Smith, Caroline Sharkey and Debbie Harkinson and LWren PTI Adele Hutchinson who came as cowgirls, Indians, a gypsy, 'Biggles' and a nun.

Glasgow trek

Faslane fundraisers also completed a trek to Glasgow to raise money for the charity. Commodore Brian Perowne waved them off on their journey which raised more than £2,100 for the Children In Need Appeal.

The RN Motorcycle Club collected thousands of pounds for the Children In Need Appeal on a round-Britain ride.

They visited Naval establishments from Faslane in Scotland to Cudrose in Cornwall, picking up about £10,000 on route.

It is the club's sixth round-Britain tour and brings the total raised for the appeal to £50,000.

The total was boosted by some large donations with

cheques for £2,000 presented at RNAS Culdrose, £750 at Plymouth and £500 by the Royal Naval Hospital at Haslar.

Twelve-year-old James Davis raised £120 for the Children In Need Appeal through a sponsored scrub of a search and rescue Sea King helicopter at RN air station Culdrose.

James, who's father Taff Davis is the coastguard liaison officer at Culdrose, was assisted by LAs Mark Lewis and Rob McKee of 771 Squadron.

Cyclists from HMS Drake rode 300 miles along the Cornish coastline to raise £700 for the Children In Need Appeal.

Spike Hughes, Andy Partington, Stuart Chalkwright and Andy McDerment, all from the Base Supply Office, cycled as far as Land's End on the trip.

Staff at HMS Drake also used a traditional but fun way of raising cash for the appeal with a daily orders tombola.

More than 1,500 tickets were sold, and organisers Lt Cdr Mike Todd, S/Lt Nigel Smith and CPO James Meil were able to donate £652 from the proceeds.



CLOSE SHAVE!

CHIEF Yeoman Spike Hughes' ten-year attachment to his beard came to an end on Children In Need day.

CY Hughes, from Comacchio Group RM, raised £250 through his sponsored shave at the Sergeants Mess at RM Condor, Arbroath. WRO Jane Saxby provided the cutting edge on what turned out to be a cold, blustery day, especially for Spike!

Sailors from HMS Collingwood entered a Chinese dragonboat in the 22-mile Great River Race on the Thames for Children In Need.

The team, who dressed as swashbuckling pirates for the event, underwent a rigorous training regime and raised more than £600 through their efforts.

If there were a prize for the most adventurous fund raisers for the Children In Need Appeal it would have been won by two Wrens from the Unit Personnel Office at HMS Nelson.

WWTRs Tracey Blake and Janet Capener abseiled 120ft from the top of Saumarez Block, one of the tallest buildings in Portsmouth.

Next they took a fast boat to Southsea, swam ashore and clambered over the sea wall.

Their adrenaline-pumping journey culminated with a leisurely swim at Southsea's Sea Life Centre - in a tank of sharks!

Balloon landing takes Cudrose by surprise

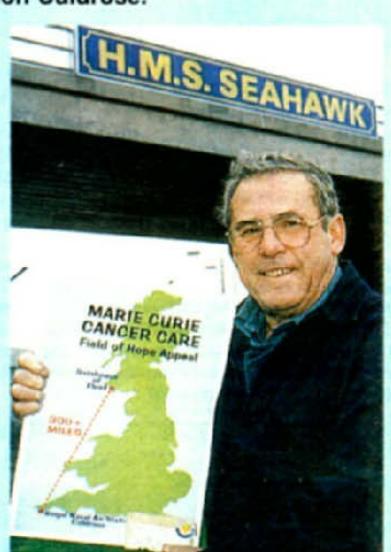
A BALLOON launched from Gatehouse of Fleet in Scotland turned up 300 miles away on the perimeter fence at RN air station Culdrose.

The launch was a fund-raiser for the Marie Curie Cancer Care charity and the balloon at Culdrose travelled further than any other.

Mr Ronnie Gilbert of the air station's maintenance team found the balloon.

He said: "I first thought it was a leaf that had been blown onto the fence. I was staggered when I found out that it had travelled so far."

A small prize is being given to the child that released the lucky balloon and also to Ronnie for finding it.



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CPOs Al Sleight and Andrew Williams with a young patient at Manchester Children's Hospital

Pedal power raises £2,500

EIGHT men from HMS Manchester cycled to their affiliated city to raise cash for sick children.

The 318-mile trip raised £2,500 in sponsorship for the Sillivan Ward at Manchester's Children's Hospital.

CPOs Fred Oatway, Al Sleight, Paul Appleford, Jim Mason, Ian Kliff, Andrew Williams, Dave Benford and LPT Rob De Silva took part, supported by a back-up team.

PEAK PERFORMANCE

TEMPERATURES ranged from 40 degrees centigrade in the foothills to minus 5 degrees C at the summit of the High Atlas Mountains as a joint RN/RM expedition tackled the highest mountain in North Africa, the 4,167-metre Jebel Toubkal.

All 11 team members – including two Wrens serving with the Royal Marines – achieved the climb during a three-week period of high altitude trekking in the company of six members of the Moroccan Armed Forces' Mountain Division.

Mild altitude sickness and an arduous regime could not dampen the enthusiasm of even the most inexperienced members, some of whom had climbed no higher than the top of Blackpool Tower before the expedition.

FILM MADE FOR RNSETT WINS A PRIZE IN ROME

"DRUG Awareness: Barrack Abuse", a film made by the Services Sound and Vision Corporation for the Royal Naval School of Educational and Training Technology, has won the Social Function category of the 1995 International Military Film Festival in Rome.

This was the SSVC's fourth success in the six years the competition has been held.

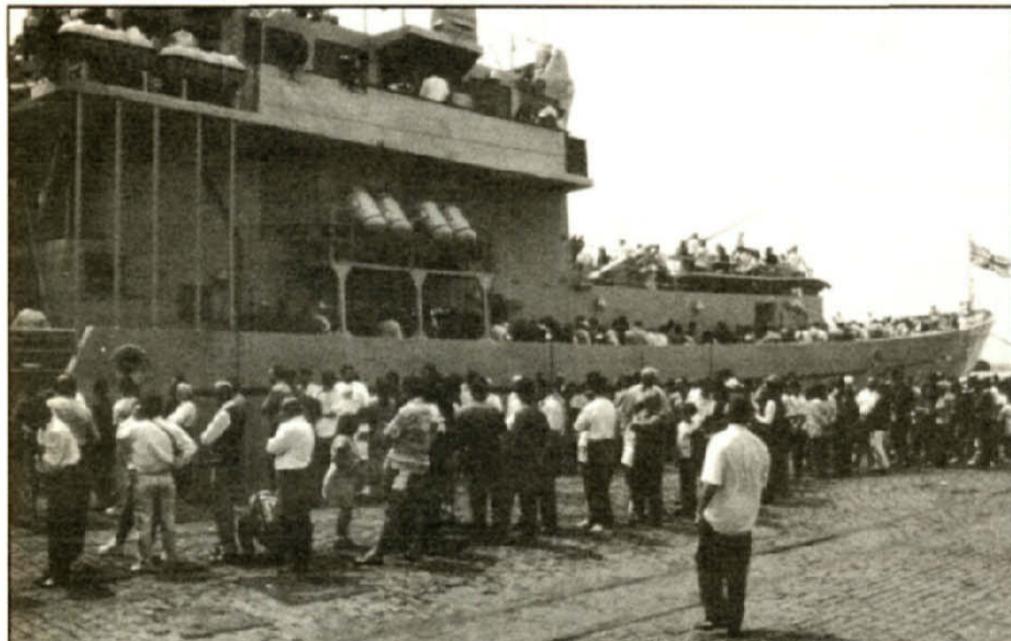
The film chronicles the consequences of drug abuse by a young sailor, highlighting the impact on both his private and professional life.

It was written and directed by Barney Broom and produced by Chris Wilson for SSVC Productions, the video and film-making arm of the SSVC group of companies.

The annual Military Film Festival attracts entries from across the world. Its jury comprises representatives of NATO and of European defence departments – including the MOD – journalists and film-makers.

Previous SSVC successes at the Festival include *Limit that Damage* (1991), *The Goldfish Bowl* (1992) and *Train Green* (1994), all commissioned by the Army.

Warm welcome soothes South Atlantic shivers



HMS Leeds Castle proved such a draw in Porto Alegre, Brazil, she brought traffic to a standstill.

THE CURRENT Falkland Islands patrol vessel, HMS Leeds Castle, has endured the worst Falklands' winter on record, but later basked in the warmth of a Brazilian welcome.

She took over the duty back in February while in Rio Grande and then sailed south into a force 12 hurricane – a taste of things to come. It was not only to be the coldest winter recorded but also the snowiest, with snow lying on the ground for 78 days.

The average temperature was 0 degrees C and on more than one occasion snow had to be shovelled off the upper deck before the ship came alongside.

Leeds Castle's time has been spent patrolling the waters around the Islands, visiting settlements and taking part in tri-Service exercises. The remoteness of some of the settlements meant the arrival of the ship was for some of the locals their only contact with members of the Armed Forces serving in the South Atlantic.

Earlier in the deployment Leeds Castle headed towards Antarctica, dodging icebergs on the way. Members of the ship's company found the region teeming with wildlife – colonies of penguins, elephant seals and albatrosses covering the shorelines. There were sightings of rarer creatures, too. Most spectacular of these was a pod of 40 killer whales in Falkland Sound.

Inter-Service relations were fostered with a Staff Sea Day, giving Army and RAF personnel a chance to see the Royal Navy at work. One Army represen-

tative who has stayed on board longer is Rifleman Jock Mullin, a bugler of the Royal Green Jackets. He spent an exchange period in the ship and earned his keep by playing the bugle for ceremonial sunset.

He was present for the ship's visit to Porto Alegre, Brazil, when she left 100mph winds and sub-zero temperatures behind her.

First Royal Navy vessel to visit the port in nearly 40 years – the last being HMS Snipe – the Leeds Castle navigated her way through the Lagos dos Patos, a hair-raising 180 miles of shallow lakes and canals, before arriving alongside.

The tense navigation was well worth the effort as the ship received a terrific welcome. During the four hours she was opened to visitors more than 6,000 people toured her upper deck and bridge.

There were so many, in fact, that the queues of traffic outside the dockyard gate brought the rest of the town to a halt. Even members of the ship's company had to queue to get back on board.

Scheduled to celebrate Christmas in Stanley, the ship's company will then turn their hands to a spot of sheep shearing on Saunders' Island in the run up to the New Year.

Their reward will be a traditional Falklands barbecue – with lamb on the menu, of course!

Equal ops policies examined

SINCE the 1980s the Ministry of Defence has taken a range of measures to boost the representation of ethnic minorities among its Service and civilian personnel and to develop equal opportunities policies to ensure people of all ethnic origins are treated fairly.

But despite the steps taken so far ethnic minorities remain significantly under-represented within the department.

Independent consultants, the Office for Public Management, have now been appointed to carry out an audit of current initiatives and make proposals for new ones.

Recruitment

Over coming weeks the consultants will examine all relevant documentation, including re-

cruiting literature, equal opportunities training syllabuses and policy statements, plus the initiatives taken to encourage recruitment and retention.

They will also consult with Service and civilian policy staffs and hold discussions with groups of personnel, both white and of ethnic minorities.

A survey of a directorate in the Procurement Executive, manned by Service and civilian staff and including ethnic minority personnel, will be undertaken to assess the impact of equal opportunities policies on current working practices and culture.

Findings

The audit is expected to take four to six weeks to complete and a report of its findings will then be submitted to the MOD.

It is the policy of the Armed Forces that all Service personnel, whatever their colour, race or ethnic origin, should receive equal opportunities to follow and further their chosen career.

This audit will be important in evaluating current initiatives and suggesting improvements.



Admirals man the dual helm of the Vanguard-class Trident submarine, HMS Victorious, which they jointly accepted into Royal Navy service. They are Rear Admiral Richard Irwin (foreground) and Rear Admiral Roger Lane-Nott.

Picture: LA(PHOT) Mark Hipkin

VICTORIOUS ACCEPTED

HMS VICTORIOUS, the RN's second Vanguard-class Trident II submarine has been accepted into service from Vickers Shipbuilding and Engineering Ltd after a ceremony at Royal Naval Armaments Depot Coulport.

Flag Officer Submarines, Rear Admiral Roger Lane-Nott, formally accepted the nuclear-powered, strategic missile submarine by co-signing the release document with the Chief Strategic

Systems Executive, Rear Admiral Richard Irwin.

The handover of the 16,000-ton Victorious followed an extensive evaluation and training programme, which included sea trials and missile firing.

Her last major trial was a joint operation with a United States Navy deep submergence rescue vessel, DSRV Avalon, which was successfully deployed to validate the compatibility between a V-class submarine and the specialised rescue craft.

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People in the News

A DAY TO REMEMBER



Pupils warm to Navy-style PT and sport

PT TEACHER Roger McCann had nothing but praise for Royal Navy physical trainers CPOPT Ro Penfold and LPT George Nesbitt who, as part of their school liaison duties, spent a fortnight at St Joseph's College in Dumfries.

"Whether the class was soccer-mad 12-year-old boys or a mixed-sex volleyball group, Ro and George were adept in each situation," Mr McCann told *Navy News*.

Highlight of the visit as far as the pupils were concerned was an assault course set up in the gymnasium. In tackling it the youngsters had clear evidence of the value of co-operation and giving encouragement to their team mates, but they also had excitement and fun.

"The prized keyrings, pens, notepads, T-shirts etc given out to each participant were borne away in triumph," said Mr McCann.

He hoped Ro and George came away with an insight into the workings of his own department.



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STRIKE UP THE BAND



BLENDING in seamlessly with the locals is POWTR Peter Matthews, a member of staff at the British High Commission in Islamabad.

He can be spotted – fourth from left – on parade with buglers of the Pakistan Army at the Remembrance Day ceremony in Rawalpindi.

Defence section support staff in Britain's embassies and High Commissions play an important role in helping to represent the UK's interests across the globe.

In Islamabad, Peter works with an Army staff sergeant in supporting two defence advisors – Capt Peter Jackson RN and an Army brigadier. Duties range from organising diplomatic clearance for visiting ships and aircraft to hosting mountaineering expeditions to the Himalayas.

Peter has now been in Pakistan for 18 months and he and his wife Sue have made the most of chances to travel to historic areas, such as the North West Frontier. Their sightseeing has taken in the Khyber Pass, the Karakoram Mountains and the River Indus.

Meanwhile, Sue plays an important role of her own within the diplomatic community, running the Commissary – our very own corner shop in Pakistan!



MEM(L) Liam Williams, of HMS Anglesey, and his fiancee, Miss Sara Thomas, of Anglesey.

TRULY A MARRIAGE MADE IN HEAVEN AND SEALED BY NAVAL DRAFTING

DRAFTY teamed up with Cupid in settling matters for MEM(L) Liam Williams. For as well as serving on board the offshore patrol vessel HMS Anglesey, Liam is engaged to a lass whose home is on the Welsh island from which the ship takes her name.

Liam hails from Caernarfon, some eight miles from Anglesey, and he and his fiancee, Miss Sara Thomas, met in a local cash-and-carry. The proposal of marriage was made in an Anglesey restaurant and, yes, he did go down on one knee.

Herbert Lott

Liam, who joined the Royal Navy at 16, previously served on board HMS Invincible and during that draft received a Herbert Lott award.

Sara lives on a farm but she can already boast some links with the sea. The dining room at her home overlooks Liverpool shipping lane and a great uncle of hers won two gold medals as coxswain of the local lifeboat.

Over and out

AT THE close of his second stint in the Falkland Islands as CO of Naval Party 2010, Lt Cdr Peter Humphreys wound up 33 years' service in the Royal Navy, from which he retires next month.

He "sailed away" in a mock-up of HMS Victory, which had been constructed by the unit for the Trafalgar Night mess dinner. Peter was last CO of NP2010 in 1992.

AS THE only Royal Marines musician to be awarded the Distinguished Service Cross, ex-RM Bandmaster Fred Harwood celebrated his 80th birthday in style.

He was invited to conduct the Royal Marines Band Plymouth as it welcomed HMS Battleaxe back to the city following a stint with the Standing Naval Force Mediterranean.

Yangtze

Fred, who lives in Torpoint, was awarded the DSC for his courageous exploits in the aftermath of the attack on HMS London during what became known as the Yangtze Incident in 1949.

After retiring from the Corps Fred was for many years conductor of the Rame Peninsula Male Voice Choir, which is well-known throughout the South West region.

People in the News

Cameraman toasts RNAS Culdrose with a cuppa . . .

MEMBERS of the Search and Rescue Squadron at RN air station Culdrose have said a fond farewell to respected BBC cameraman Dennis Jory.

Dennis has been covering activities at the air station since the 1970s and particularly the rescues. He has joined the crews on many of their most daring missions – including the disastrous Fastnet race of 1979 when Culdrose personnel saved more than 70 lives.

"Dennis often seemed to know what was happening before we did," said Lt Cdr Len Mathews, CO of 771 Naval Air Squadron.

Crew member

"He would turn up, fly out with us and, because he was considered to be almost like any other crew member, would often make the tea when we got back. The squadron will really miss not having him around quite as often as before."

Dennis, who is retiring on grounds of ill health, made the BBC news himself when he called in at Culdrose to say goodbye.

while Captain gets the bird!

The air station has also bid farewell to Capt Peter Fish, who has been succeeded as CO by Capt Simon Thornewill.

Mr Eric Judd, a civilian employee at the base, produced a very special leaving gift to mark Capt Fish's departure from HMS Seahawk – a carving of a sea-hawk mounted on serpentine stone.

A hall porter in the petty officers' mess, Eric has been carving in wood for three years. The seahawk, in Cornish elm, follows Capt Fish to Somerset and his new appointment at the headquarters of Flag Officer Naval Aviation, RNAS Yeovilton.



Lt Cdr Len Mathews, CO of 771 NAS, with Mr Dennis Jory and his wife, Glynis.



Mr Eric Judd presents his woodcarving of a sea-hawk to Capt Fish.



Picture: LW(PHOT) Penny Taylor

Time to go home. LS Keith Flay and AB Jules Greenwood of HMS Victory put the lid on it for CPO Murray Wright RAN.

LIVING OUT OF A SUITCASE?

IT WAS a case of return to sender when the Royal Australian Navy's CPO Murray Wright came to the end of his stint in Britain on Exercise Long Look '95.

This annual exchange programme allows members of the defence forces of Australia, New Zealand and the UK to gain an insight into the way their counterparts overseas tackle their work.

Murray changed places with CPOMEA Larry Lamb, who went to HMAS Cerberus, the RAN's recruit training school, for four months.

As an artificer, Murray was employed "over here" by North Corner Group, the Fleet

Maintenance and Repair Organisation in Portsmouth, and he worked on board ships undergoing maintenance, but as his special interest is in training he also took the opportunity to visit a number of establishments where training is carried out, including Sultan, Faslane and Raleigh.

But, of course, he couldn't go home without taking a look at Nelson's flagship, HMS Victory.



Picture: LA(PHOT) Erik Kennelly

Byrnes' celebration

LWACMN Nicky Byrne joined her husband, LACMN Richard Byrne, in the world of military aviation when she was presented with her "wings" at RN air station Culdrose.

Only the fourth woman in the Royal Navy to reach wings standard, Nicky will now go on to complete operational flying training before joining a front line anti-submarine squadron at sea.

Richard, known as Bernie, is based at RNAS Yeovilton and has recently returned

from his third deployment to Bosnia.

During a previous stint in the former Yugoslavia a sniper took a shot at him. Fortunately the bullet went wide of the mark, but was later retrieved. It is now a real conversation piece at the couple's home!

TROPHY DOUBLE FOR MORSE

LTCR James Morse has won both the Royal Institute of Navigation's Silver Salver and the Capt Farmer Memorial Prize as the top student on the specialist navigation course.



The intensive 10-week course, involving three weeks at sea, is held annually for Principal Warfare Officers following their first appointment. Students were put through their paces during a circumnavigation of the British Isles in HMS Liverpool.

Those officers training to be navigators for squadrons and big ships were tested during the final week when HMS Campbeltown joined as a consort.

James' previous appointment was as Operations Officer in HMS Monmouth during her global deployment. Before that he served as Navigating Officer of HMS Arrow and as the CO of Bristol University Royal Naval Unit and HMS Dasher.

Currently serving as Squadron Warfare Officer (N) to Captain Fourth Frigate Squadron, James received the RIN's Silver Salver from Capt Norman Cockcroft, representing the Institute, and the Capt Farmer Memorial Prize from Capt John Lippett, Captain School of Maritime Operations, HMS Dryad.

Dolphins and other prizes

A NEW award, the Dolphin Trophy, has been presented to S/Lt Craig Packham as the student showing most improvement during operational flying training.

The presentation was made by Mr Chris Bean, representing the trophy's sponsor, Ferranti-Thompson, at the completion of 67 Course, anti-submarine warfare OFT.

Ferranti and Thompson came together four years ago to specialise in sonar systems and the joint-venture company is today acknowledged as the UK leader in the field.

A number of other trophies were also distributed by 810 Naval Air Squadron, among them the Geoffrey Turner Trophy, which this year went to Lt Dave Turner (820 NAS). The prize commemorates a pilot lost with his Gannet aircraft on a night sortie over the sea in 1957 and is awarded to the best pilot completing OFT.

Presented in memory of brothers Lt James Daw and S/Lt David Daw, killed in a car accident in 1992, the Pilkington Daw Trophy goes to the student achieving best marks for character and leadership. This year's winner was S/Lt Ian Campbell (820 NAS).

S/Lt Paul Morrison (820 NAS) won the Robin Bostock Trophy as best observer completing OFT. This trophy is given in memory of a lieutenant shot down by the Germans at Trondheim in 1940.

The Guy Edwards Trophy, donated by Mr and Mrs N. Edwards in memory of their aircrew son, who died in an aircraft accident while serving with 826 NAS, went to LACMN John Walker (814 NAS), serving on board HMS Invincible.



Mr Chris Bean, of Ferranti-Thompson, presents the new Dolphin Trophy to S/Lt Craig Packham.

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Get Wise on DCIs



Base commanders to have much wider control

NAVAL Base Commanders in Portsmouth and Plymouth will have "considerably increased" control as a result of abolition of the Area Flag Officers, it has been announced.

The NBCs at one-star level will take over a wide range of the Flag Officers' functions when the appointments are disestablished on February 14 at

Plymouth and March 31 at Portsmouth. The base commanders will be funded by Chief of Fleet Support for material matters and by the Second Sea Lord for personnel tasks. Flag Officer Scotland, Northern England and Northern Ireland, whose post will merge with Commodore Clyde at Faslane on March 5, will also be funded by CFS for some operational tasks.

On September 1 C-in-C Fleet

assumed overall responsibility for the Plymouth and FOSNNI sea areas, while Flag Officer Sea Training assumed delegated responsibility for the South Coast exercise areas.

FOSNNI assumes responsibility for all Scottish exercise areas on March 5.

Due to local factors it has not been possible to devise identical organisations at Plymouth, Portsmouth and Faslane. Details of administrative

arrangements in the two South Coast areas will be published separately.

Some staff will move to other offices and some will change their titles - and more than 150 publications will have to be amended to reflect the changes.

Arrangements for the laying up of Plymouth and Portsmouth Command Colours will be announced locally.

DCI General 305/95

Merged warfare role for Dryad

THE MARITIME Warfare Centre has been set up at HMS Dryad, Southwick to develop and evaluate maritime warfare doctrine and tactics.

The new MWC, formed from the combination of the Maritime Tactical School at Dryad and the Maritime Warfare Development Centre at Fort Blockhouse, Gosport, reflects the shift in maritime operations towards the support of joint and combined campaigns.

Until all the elements of the MWC can be collocated, a federated management structure is being employed, with Southwick being responsible for policy, doctrine, training and wargaming. Fort Blockhouse will be responsible for tactical development, data management and operational analysis.

From April the MWC assumes responsibility for joint warfare training which will be transferred from RM Poole.

DCI RN 287/95

Chilling video

RISKS posed by severe cold are highlighted in a new training video produced by the Institute of Naval Medicine with the Services Sound and Vision Corporation.

The video stresses that freezing injuries - which can cause permanent damage - can occur anywhere in Britain.

Copies are being sent to all training establishments or can be ordered direct from the SSVC.

DCI RN 229/95

Judge advocate

JUDGE John Sessions has been appointed Judge Advocate of the Fleet, succeeding Judge Felix Waley who died last year.

Judge Sessions (54) was a member of the Royal Navy in 1959-81, being called to the Bar in 1972. He became an Assistant Recorder in 1986, a Recorder four years later, and a Circuit Judge in 1992.

He now sits in criminal, civil and family cases and is authorised to sit in the Queen's Bench Division of the High Court.

DCI Announcement

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Big changes in Reserves training

CLOSER integration of the Royal Naval Reserve with the RN is stressed in a new statement outlining the effect of current and future changes in the structure of the RNR.

The review has resulted in "a major re-ordering of RNR training". New and revised courses and documentation are being produced by the RN lead schools with the help of Reservists.

There is an increased emphasis on weekend training at Reserve Training Centres for individual units and for groups organised on a regional basis, while sea training is conducted in major and minor vessels of the Surface Flotilla and the Royal Fleet Auxiliary.

Since the end of the Cold War, RNR strength has been slimmed

UN Medal for Angola

THE QUEEN has approved unrestricted wearing by UK Service personnel of the United Nations Medal for service with the UN Angola Verification Mission. The medal is awarded by the UN Secretary-General to eligible personnel who have completed a minimum of 90 days consecutive service with the Mission.

DCI General 324/95

from 5,400 to 3,500. Branches for which there was no longer an operational role were disbanded and personnel transferred or retired.

In the new structure each branch has a functional employer who would employ the Reservists operationally and is responsible for establishing manpower needs, setting operational performance standards and providing some elements of training.

Under new legislation being drafted, the Services will be able to make greater and more flexible use of their Reservists. RNR personnel are now training with their Regular counterparts ashore and afloat with the aim of achieving common standards.

"In these times of reduced manpower levels within the Regular Forces, the role of the RNR in supporting the RN is as important as ever," says the statement. "The new Reserve Forces legislation will allow the RNR to be used to best effect."

DCI General 322/95

Careers minded?

VOLUNTEER ratings are being sought by Director Naval Recruiting to serve with the Naval Careers Service for up to three months. They will be

expected to attend schools and exhibitions, but their main task will be reception duties in a High Street careers office.

Where possible personnel will be selected to serve at offices near their home. Commanding Officers should forward names of suitable volunteers to Captain Naval Drafting or HQRM.

DCI RN 225/95

Policy on fraud . . .

A STATEMENT of policy on fraud and a code of ethics concerning procurement has been drawn up by the Ministry of Defence.

The statement, drawn up by the Defence Fraud Unit, stresses that dishonest and illegal activity by Service people or civilian employees will not be tolerated, irrespective of any loss or gain to the Department or others.

Personnel are expected "to observe high standards of personal honesty and integrity and to ensure that all Department business is carried out in a manner that conforms to the same high standards."

The Code of Procurement Ethics, which has been approved at Ministerial level, is aimed primarily at industry to which it has been disseminated via Trade Associations. It does not change existing detailed guidance.

The code summarises the guiding principles of ethical behaviour as the Three Is - Impartiality, Independence and Integrity. Line managers are reminded that it is their responsibility to make an early report of suspected fraud and theft.

DCI General 311 & 320/95



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Able to transfer?

ABLE rates and below of the Operations and Weapons Engineering branches are being given a final chance to volunteer to cross-train into the Warfare Branch at OM2 level. Applications must be with the Director Naval Manpower by January 31.

Main difference in the structure of the Warfare branch and the OPS and WE branches is the inclusion of a career course at the AB/WEM1 rate - and advancement rosters are shorter. On completion ratings will be drafted to sea billets to finish their training. At the end of cross-training they will be rated Acting OM1s.

DCI RN 236/95

PLANS to centralise Naval clothing stocks at Portsmouth have been changed. It has now been confirmed that there is enough room to store the stocks at the Army's Base Ordnance Depot at Bicester.

The clothing held at RN Supply and Transport establishments is being progressively transferred to Bicester following the establishment of a computer link with the Army stores system.

Webbing, helmets and respirators - which in the past have been managed as Naval armament items - will also be stored at Bicester.

RN Supply Depot Wrangaton will close on March 31 after all stocks there have been transferred.

DCI General 304/95

Army to store Navy uniforms

BASE ORDNANCE DEPOT



'No! You don't have to pack them in salt!'

MISSILE TEAM IS BANG ON TARGET

THE SURFACE warfare team in HMS Cumberland is the first to win the Harpoon Trophy for their success with the anti-ship missile.

The ship carried out the largest number of successful non-firing assessments (NFAs) over the year.

The NFAs are a full rehearsal of a Harpoon missile engagement and include the use of the ship's helicopter for over-the-horizon targeting.

The missile, which has a range of 70 nautical miles, has been introduced to replace the Exocet missile.

It is fitted in Batch 3 Type 22 frigates such as HMS Cumberland and in Type 23 frigates.

Cumberland's practice paid off in high seas firing exercises when she successfully launched one of the ship's eight Harpoons against a simulated target.

FAA lands AMRAAM!

VIPS from Hughes Missile Systems presented a full-scale model of their latest air-to-air missile on a visit to the RN air station at Yeovilton.

The missile is a replica of the new AMRAAM (Advanced

Medium Range Air-to-Air Missile) now carried by Fleet Air Arm Sea Harriers.

The weapon, combat proven by US aircraft during the Gulf War, dramatically enhances the capability of the Sea Harrier by enabling it to engage hostile aircraft beyond visual range.

Presentation

The missile was presented to Commodore Terence Taylor, Flag Officer Naval Aviation Chief of Staff, and the Commanding Officer of 899 Squadron, Lt Cdr Simon Hargreaves.

RAF Yeovilton is the home of 899 Squadron, HQ of the Sea Harrier squadrons.

Alderney visit

HMS Alderney visited her affiliated Island for the first time in ten years last November.

A 15-man platoon took part in Alderney's wreath laying ceremony on Remembrance Sunday.

International gathering



FORMER First Sea Lord, Admiral of the Fleet Sir Julian Oswald, meets three Young Officers from Britannia Royal Naval College Dartmouth who travelled to Portsmouth with their Catholic Chaplain Father Ben Couch, RN, to attend the annual Naval Mass at St John's Cathedral.

With Admiral Oswald - who was Captain of BRNC from 1980-82 - are (left to right) OCs Elroy Skerritt (Antigua), Gerard Punch (RN) and Stephen Clarke (Trinidad and Tobago).



HMS Cumberland fires one of her eight Harpoon missiles at a simulated target. Picture: FOSF Photographic

Station sends final signal

AFTER more than 100 years of continuous service to the maritime community in the Firth of Forth, the North Queensferry Signal Station has lowered the White Ensign for the last time.

The signal tower was always a welcome sight to those returning from the sea, safeguarding shipping in the Forth Estuary and providing a vital link to shore.

Memorial for Jutland ships

THE SHIPS and men of the Fifth Battle Squadron at Jutland are to be commemorated by a 'flotilla' of oak trees at the National Memorial Arboretum near Litchfield.

HM Ships Barham, Malaya, Queen Elizabeth, Warspite and Valiant will each be represented at a cost of £300 per tree.

If you or your forebears served in these ships, you are invited to contribute. Contact the Director, NMAA, 13-17 Ironmonger Row, London.

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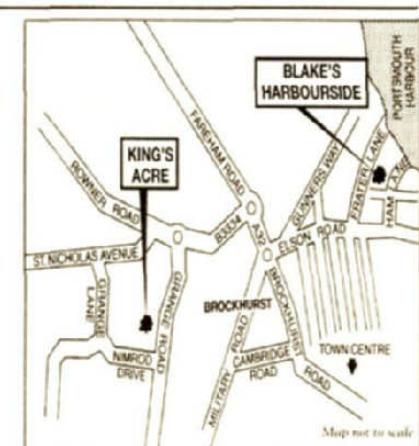
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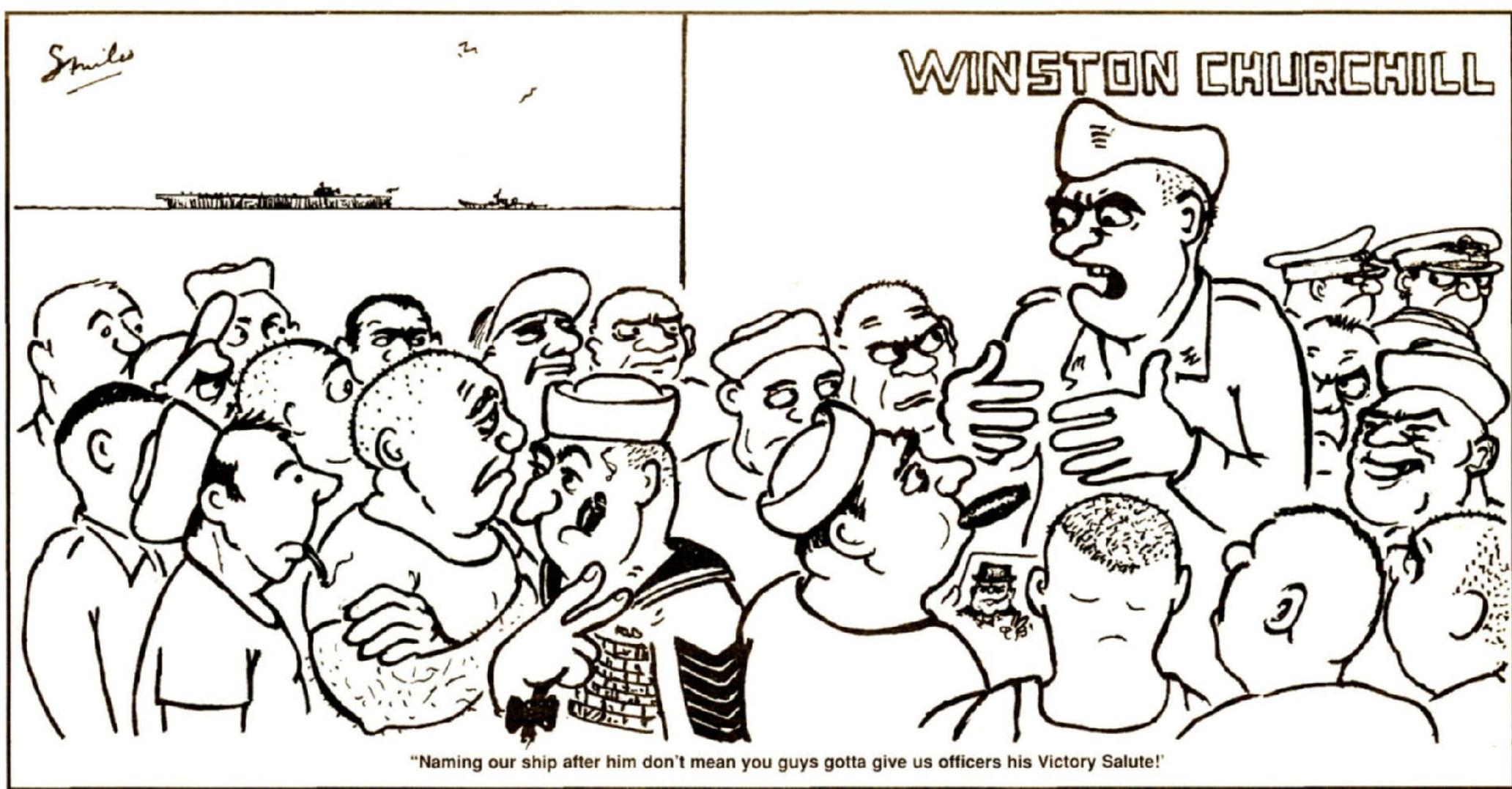
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WINSTON CHURCHILL

NEWSVIEW

'Oh Carey, how full of Cantuaren't!'

DURING his four-day visit to the Royal Navy the Archbishop of Canterbury enjoyed the sort of contact with his flock he says he finds sadly rare.

For the sailors he met opened up to him without the reserve and embarrassment that usually characterises such encounters.

Respect for authority may have drastically declined in recent years, producing a backlash in society at large from which the Navy itself cannot expect to remain immune.

But there is a positive side to this perception. Blind acceptance of authority has always been a bad thing – it is, after all, the essential prerequisite of every kind of dictatorship.

If the sailors who had the chance to meet Dr Carey felt no particular sense of awe in his presence and were thus able to talk freely with him across a range of subjects "without side" then that must be a worthwhile trend.

Did his predecessors enjoy such an easy ride 50,40 – or even 30 years ago in the first flowering of the 'Permissive Society'? It is hard to imagine the likes of Lang, Fisher or Ramsay enjoying the same rapport with every level of the Fleet as Carey has had in this supposedly 'post Christian' era.

These archiepiscopal visits happen only once every ten years or so – too long an interval if they do any good, not long enough if they don't.

This one, by all accounts, must be judged an outstanding success, made manifest by the Archbishop's obvious enjoyment of a few days off from the formal occasions and ceremonials that take up much of his time.

Uncompromising

He was inspired to take an uncompromising view of the main issues that seem to him to face the world – and the Navy – as we approach the millennium.

In particular, he pointed to the conflicts produced by the clash of ethnic differences. He spent some time on board the carrier HMS Illustrious on the eve of her departure for the Adriatic, and shortly after was himself on his way to Sarajevo, focus of the worst excesses of this kind in Europe since World War II.

Today's sailors are prepared to ask questions, about their roles as peacekeepers, policemen – HMS Brave has lately scored well in combating the drugs trade – and in the part they play as the implementors of the policies of our politicians.

It is not surprising, then, that today's prelates don't feel the need to preach at them anymore.

* Pace Gerald Bullett, who memorably castigated the BBC broadcast of 13 December 1936 by the then Archbishop of Canterbury Cosmo Gordon Lang following the abdication of Edward VIII – "in the darkness he left these shores" – in a poem that concluded:

"My Lord Archbishop, what a scold you are!
And when your man is down how bold you are!
Of charity how oddly scant you are!
How Lang, O Lord, how full of Cantuaren't!"

Housing up for sale

● From page one

90 per cent of the DHE's budget was already spent on buying maintenance and other services from the private sector. Paying tribute to the Executive, he said it would continue for at least three years to carry on its work of improving the service to MQ occupants.

If sale went ahead they would continue to deal with the DHE over matters concerning their homes.

Under the scheme, it is proposed that MOD transfer the ownership of MQs on a series of long leases, renting back the accommodation which is needed for Service families.

Quality

At present 20 per cent – over 12,000 – MQs are unoccupied, and several thousand surplus homes would be transferred on a freehold basis immediately sale of the estate was achieved. Future surpluses would be similarly transferred, though special arrangements would allow MOD to share in any enhanced value.

It is intended to include the bulk of the official Service residences in the sale "where it is possible and sensible to do so."

"MOD will have the freedom to decide which MQs to retain and which to relinquish over time," said Mr Portillo. "This should ensure that we retain substantial control over the nature and quality of the Service housing environment.

"We understand the importance of providing not just housing but communities."

Empty homes

Scotland is at present excluded from the plan because under Scottish law leases are limited to 20 years. However, Mr Portillo said that sale in Scotland could go ahead if those difficulties were overcome.

Successful sale would increase investment in MOD housing. "Much of the married quarters estate is in good condition," he said. "But there are areas where improvements are overdue – and this sale offers the opportunity to put this right more quickly. It also offers the prospect of real progress in dealing with the current empty homes problem."

Meanwhile the Treasury had agreed that allowance would be made in setting the Defence budget

in future for extra costs arising from the sale.

"I am confident that this proposition will meet the Services housing needs in a manner consistent with operational and security requirement, and will safeguard the welfare and interests of our personnel and their families."

The Ministry of Defence has been trying to sort out the problems of Service housing for the past four to five years. Now MOD sees the sale plan as giving someone else the responsibility of ownership as well as finally shedding surplus homes.

Families are being assured that the Ministry would have the right to renew the under-leases it would hold, unless the purchaser offered comparable, alternative accommodation. However, conditions would be very tightly drawn to protect the interests of occupants, and the purchaser would have to give a mini-

mum of 12 months' notice. MOD would remain responsible for providing all entitled personnel with a suitable MQ. And if new MQs were needed in a particular place, MOD would – as now – build or rent.

Control of Service community centres and other facilities would not be lost unless the Ministry chose to give up particular housing patches.

Mixed sites

On the question of civilian occupancy, the private landlord would not be able to force the MOD into having mixed sites. However, surplus stock would have to be sold or let to someone – and the Ministry would retain the ability to manage the estates so that Service families could live together in a patch.

The discount scheme for families

who wish to buy MQs will continue for the time being, but after sale of the estate would be replaced by an alternative system to help Service personnel into home ownership.

Pilot scheme

A letter and leaflet explaining the sale proposals are being sent to every MQ household in England and Wales.

● In a cost-cutting exercise in Portsmouth, the Defence Housing Agency has introduced a pilot scheme for a more methodical system of costing and controlling the cost of repairs to married quarters. So far the scheme, which relies on a drawn-up schedule of rates which must be met by contractors, is estimated to have reduced costs by 10 per cent for repetitive work and 20 per cent for one-off repairs.

SAILORS FUND GRANTS

THE SAILORS Fund and Fleet Amenities Fund/Fleet Recreation Fund Grants Committee has approved the following:

Annual and half yearly grants:

£45,480 from SF for half yearly grant to HM ships and submarines for 1 Nov 1995 – 30 Apr 1996; £8,100 from SF as additional half yearly grant for 1 May – 31 Oct 1995; £8,354 from SF to RM Commando units for 1 Oct 1995 – 31 Mar 1996; £9,423 each from SF and FAF to Regular Forces Employment Agency for 1 Apr – 30 Sept 1996; £1,332 each from SF and FAF in addition to the RFEA for 1 Oct 1995 – 31 Mar 1996 due to change in calculation of registrations.

£7,000 from FAF to Flag Officer Surface Flotillas for Radphone calls on Christmas Day.

£1,500 from FAF for annual grant to C-in-C Fleet Central Amenities Fund.

£48,000 from FAF for annual subvention to RN and RM Sports Control Board.

£4,400 from FAF for annual grant for TVs in HM ships and submarines.

£6,000 from FAF for films in ships serving in the South Atlantic, Gulf and Adriatic.

Grants to projects:

£667 from SF and £333 from FAF to RM 3 Cdo Bde and Sig Sqn for three rowing machines.

£1,533 from SF and £767 from FAF to HMS Neptune for John Muir Trail expedition 1996.

£1,000 from SF, £500 from FAF and £1,000 from Sports Lottery to RN (Youth) Football Association for Dallas Cup Tour 96.

£1,000 from SF, £500 from FAF and £1,500 from Sports Lottery to RN Volleyball Association for Canada 96 tour.

£1,666 from SF and £1,334 from FAF to RN Golf Association for USA 96 tour.

£2,563 from SF and £1,282 from FAF to Flag Officer Scotland and Northern Ireland for RN(Scotland) rugby tour to Hong Kong.

£2,000 from SF and £1,000 each from FAF and Sports Lottery to HMS Heron RFC for Portugal 96 tour.

£2,723 from SF and £1,362 from FAF to HMS Cochrane for Wives Information Service for Employment and Education at Fastlane.

£2,682 from SF, £1,342 from FAF and £1,000 from Sports Lottery

to HMS Heron Gliding Club for road trailer.

£3,666 from SF and £1,834 from FAF to RN Athletics Association for cross country tour to New Zealand.

£4,081 from SF and £2,041 from FAF to HMS Warrior for replacement campervan.

£4,465 from SF and £2,223 from FAF to HMS Birmingham for refurbishment of POs Mess Recreation Space.

£5,545 from SF and £2,772 from FAF to HMS Raleigh for refurbishment of Senior Rates Dining Hall.

£6,667 from SF and £3,333 from FAF to RN Winter Sports Association for funding for inter-service and British championships.

£6,667 from SF and £3,333 from FAF to the Handicapped Children's Pilgrimage Trust for assistance with fares for up to 40 RN helpers.

£5,000 from SF, £2,500 from FAF and £1,500 from Sports Lottery for Joint Services Expedition to Gasherbrum.

£9,333 from SF toward hire of cottages in France.

£7,000 from SF to RN Rugby Union for tour to South Africa.

£11,002 from SF, £5,502 from FAF and £2,000 from Sports Lottery to RN and RM Sports Parachuting Association for engine for Islander aircraft.

£11,504 from SF and £5,753 from FAF to HMS Heron for six berth motor caravan.

£20,000 from SF and £10,000 from FAF to CTCRM for motor launch.

£20,000 from SF and £10,000 from FAF to the Fleet to pay for films from Royal Naval Film Corporation to offset reductions in Naafi rebates.

£23,289 from SF and £11,645 from FAF to Naval Base Commander Devonport to replace fitness equipment.

£17,333 from SF and £8,667 to HMS Neptune for a four lane ten pin bowling alley (this project is to be attributed to the annual donation from Pussers Rum).

One year interest free loans of £33,164 from SF and £16,587 from FAF to HMS Heron for refurbishment of WOs and SRs Mess. These loans are made on the understanding that the project should receive public funding, in which event they are to be repaid. If public funding is not available, the project should be resubmitted to the June 1996 meeting with a view to turning the loans into grants.

£38,267 from SF and £19,134 from FAF to HMS Sultan for replacement of establishment yacht.

'Red Plum' charts a new understanding

HMS ENDURANCE was scheduled to spend Christmas Day anchored off Gritviken, South Georgia - 7,000 miles from home.

Now well into her first work period since sailing from the UK in October, the ice patrol ship has completed a high profile first leg to her 1995-96 deployment to Antarctica.

Although many of the present ship's company have yet to experience their first taste of the ice, the passage south included the historic visit to Buenos Aires which followed an informal courtesy call at Maceio, Brazil.

Flying the flag of the Hydrographer of the Navy, Rear Admiral Nigel Essenhugh, Endurance made the first visit to Argentina by an RN ship since the Falklands War - culminating in the signing of a Hydrographic Bi-Lateral agreement to allow the free transfer of charting information between the two countries and enable a more accurate and complete chart series of South America to be compiled.

Experiences of Polar and Antarctic work were exchanged with personnel from the Argentinian ice breaker Almirante Irizar - the two ships may well meet up in the ice - while the people of Buenos Aires gave Endurance a warm welcome, allowing the opportunity to re-establish strong historic links between the two navies.

Old haunt

Endurance then sailed for Montevideo, an old haunt for the 'Red Plum'. Here another bi-lateral agreement was signed by Admiral Essenhugh, concluding months of negotiations with the Uruguayan Hydrographic Department.

Preparations for the first work period began in earnest as she approached the Falklands in late November, managing to conduct some vital preparatory hydro-

graphic and oceanographic work ready for the next year's season.

This included flying various teams out to remote parts of the islands to gather initial data and observations and complete reconnaissance before deploying a team ashore next month for a five week boat camp.

It is intended that Endurance's work in the Falklands will result in the compilation of a set of charts of some of the poorly surveyed outlying areas, allowing more cruise ship visits.

The ship also re-established links with the people of Port Stanley. Highlight of the visit here was a flying display by her two Lynx helicopters and a steam past by all nine of her boats in front of Government House.

Having refuelled and stored ship at East Cove and touched base with British Forces at Mount Pleasant Airbase, she made her way to South Georgia.



● Above: Flying display and steam past by HMS Endurance's boats off Port Stanley.

● Left: Signing the Hydrographic Bi-Lateral Agreement in Buenos Aires - Hydrographer of the Navy Rear Admiral Nigel Essenhugh (right) and his Argentine counterpart, Admiral Marti Garro.

YORKIES INVADED BY BEAVERS

HMS YORK exercised their Freedom of their namesake city by marching through the quaintly winding streets past the Lord Mayor at Mansion House when the Type 42 destroyer paid a five-day visit.

Alongside at Hull for the duration, she entertained Sea Cadet parties from TS York, TS Scarborough and TS Jack Crawford - as well as 560 local Beaver Scouts.

A sponsored run by a team of seven down from Rosyth raised over £2,000 for Galtres School for handicapped children.

HMS York is currently in maintenance at Portsmouth in preparation for her Gulf deployment next month.



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Picture: PH3 Emmitt J. Hawks Jnr, USN



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Sailors on a sea of sand



SWITCHING from sea to sand, these three sailors from HMS Cardiff spent Exercise Bright Star ashore in the Egyptian desert with men of A Company, 2 PARA. AB Davies (left), LMEM Oliver and MEM Shaw (right) were flown ashore by Cardiff's Lynx helicopter with three members of the Para company who had joined the ship for her passage to Egypt.

Once on the ground the Navy men had a quick introduction to "tabbing" - the Paras' equivalent of yomping -

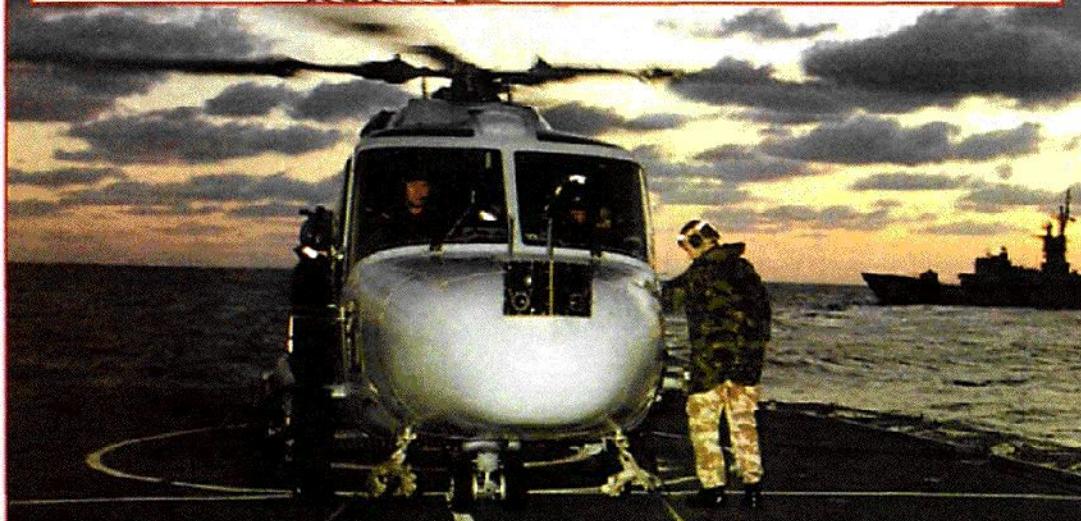
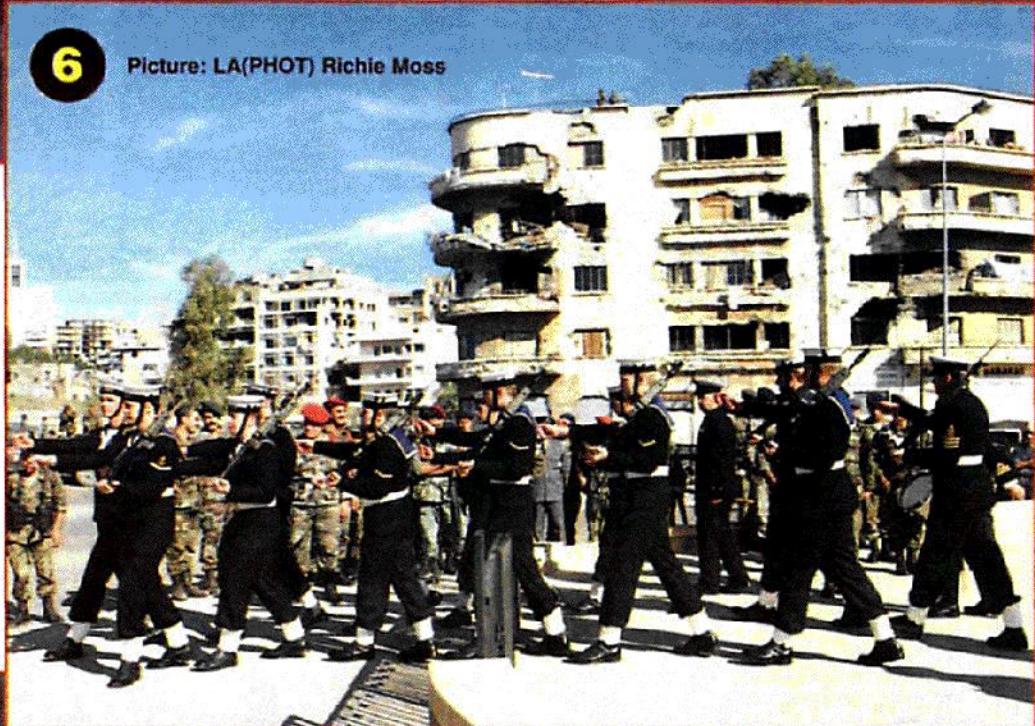
as they stepped out over the Second World War battlefield of El Alamein to seize high ground covering the US-led beach assault.

Later they took part in a service of remembrance at Alamein.

For the following week the sailors were attached to 2 PARA Patrols Platoon, working closely with the special forces of Egypt and the United Arab Emirates on long-range desert patrols and raids.

Picture: WO2 Kevin Capon.

6 Picture: LA(PHOT) Richie Moss



Picture: LA(PHOT) Richie Moss

TARS OF THE EAST



HMS CARDIFF has been holding her own against American Tomcat and Hornet aircraft in one of the largest-scale, multi-national exercises in the eastern Mediterranean in recent years.

Exercise Bright Star 95 tested the Type 42's air defence role to the limit over a tough four days of war-play in which 17 ships took part, including the giant carrier USS America, six other US vessels, five Egyptian ships and three from France.

Centred on Egypt, the exercise sought to test, practise and improve all aspects of maritime warfare co-operation and build up a good professional working relationship between the four navies.

The British ship began her activities with gunfire support for coalition forces ashore, including 100 troops of the 2nd Battalion The Parachute Regiment who had flown direct from UK to jump into Egypt. For this the destroyer was in company with the Egyptian frigates Rasheed and Domyat.

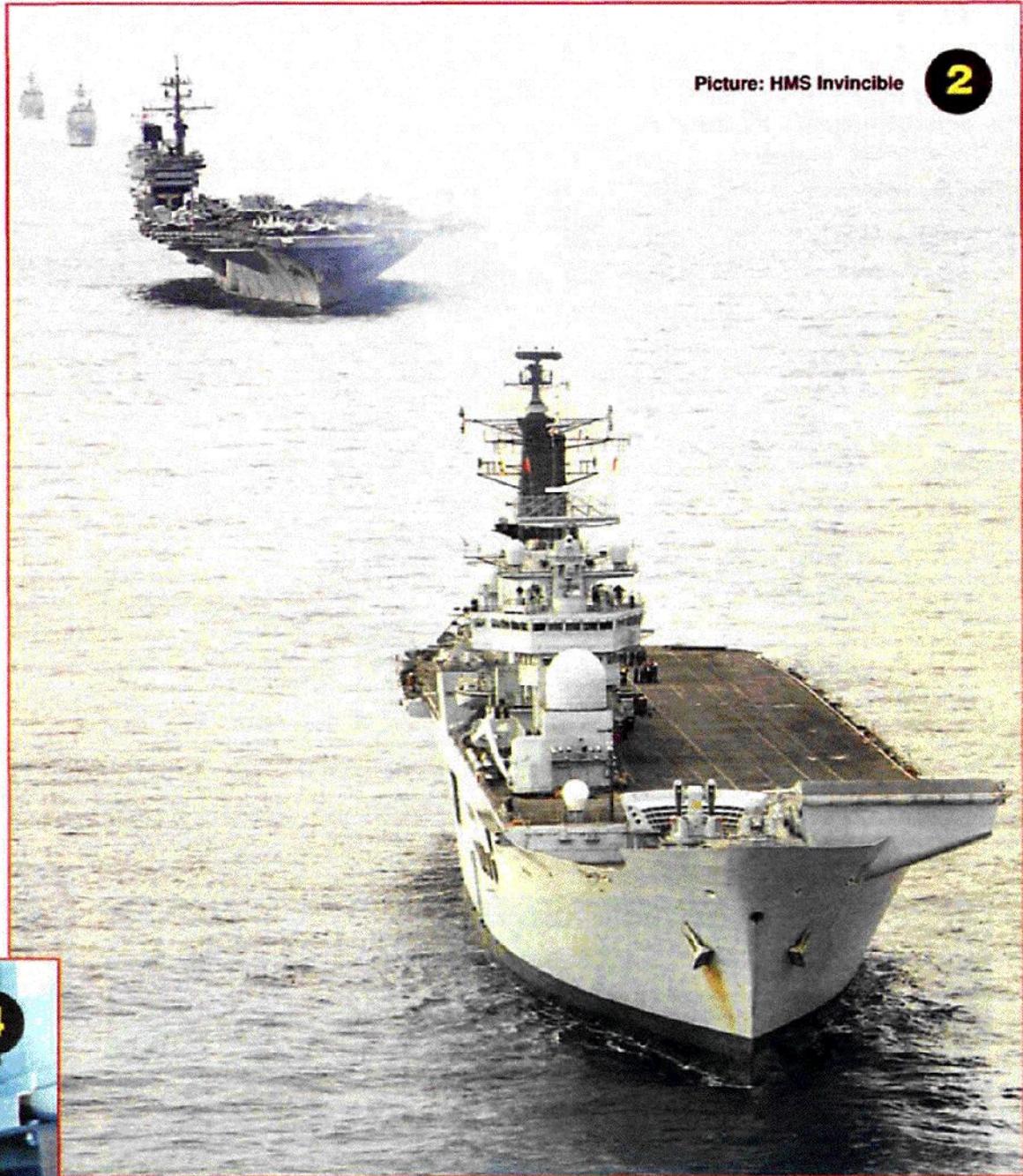
Cross-ship visits

Cardiff's escort role also involved her in anti-submarine work against the nuclear-powered USS Oklahoma City and an Egyptian Soviet-built Romeo-class vessel. Gunnery against surface targets was also on the menu, as was a range of manoeuvring, under-way refuelling and communications exercises.

Bright Star gave members of the four navies the opportunity to sample life in each other's ships – particularly USS America for the British. Visitors to the carrier included Cardiff's Commanding Officer, Cdr Nick Butler – a helicopter pilot – who took a front-seat ride in a Viking jet piloted from the America by an old friend of his from a previous appointment in the USA.

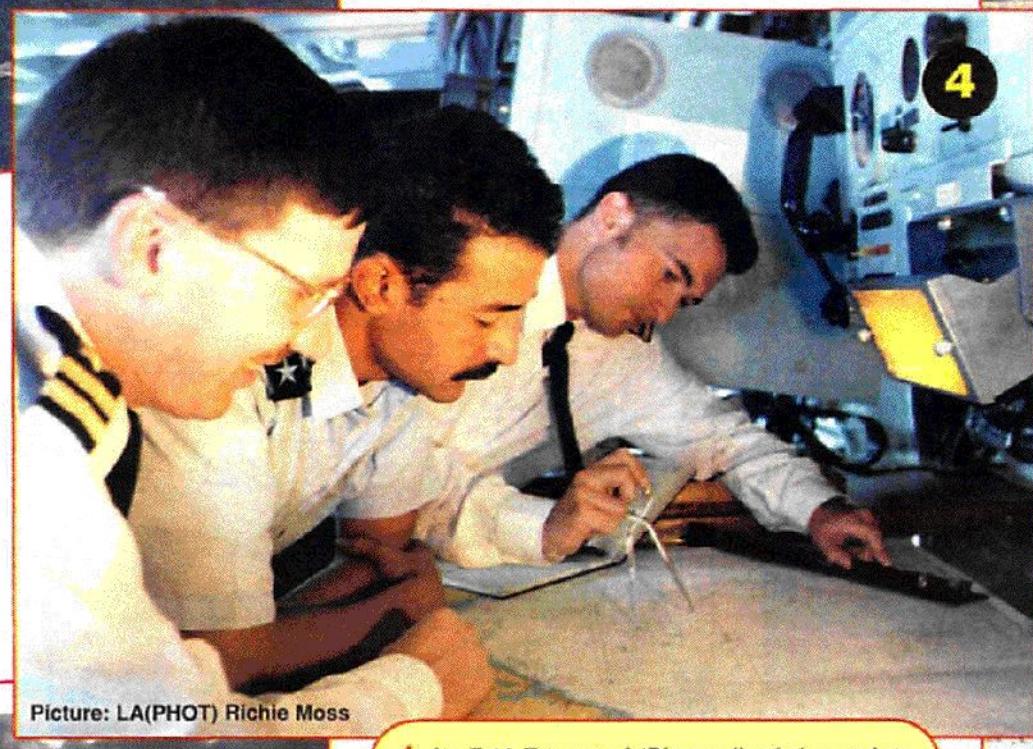
The exercise ended with the 15 surface ships of the exercise force sailing together in tight formation, a spectacle witnessed from HMS Cardiff by an Egyptian brigadier general.

Immediately before Bright Star, the ship had taken part in Exercise Infinite Courage with the carrier HMS Invincible and the fleet tanker RFA Olwen. During the anti-submarine phase of the exercise, Cardiff successfully escorted the USS America through her sea area before proceeding to Alexandria.

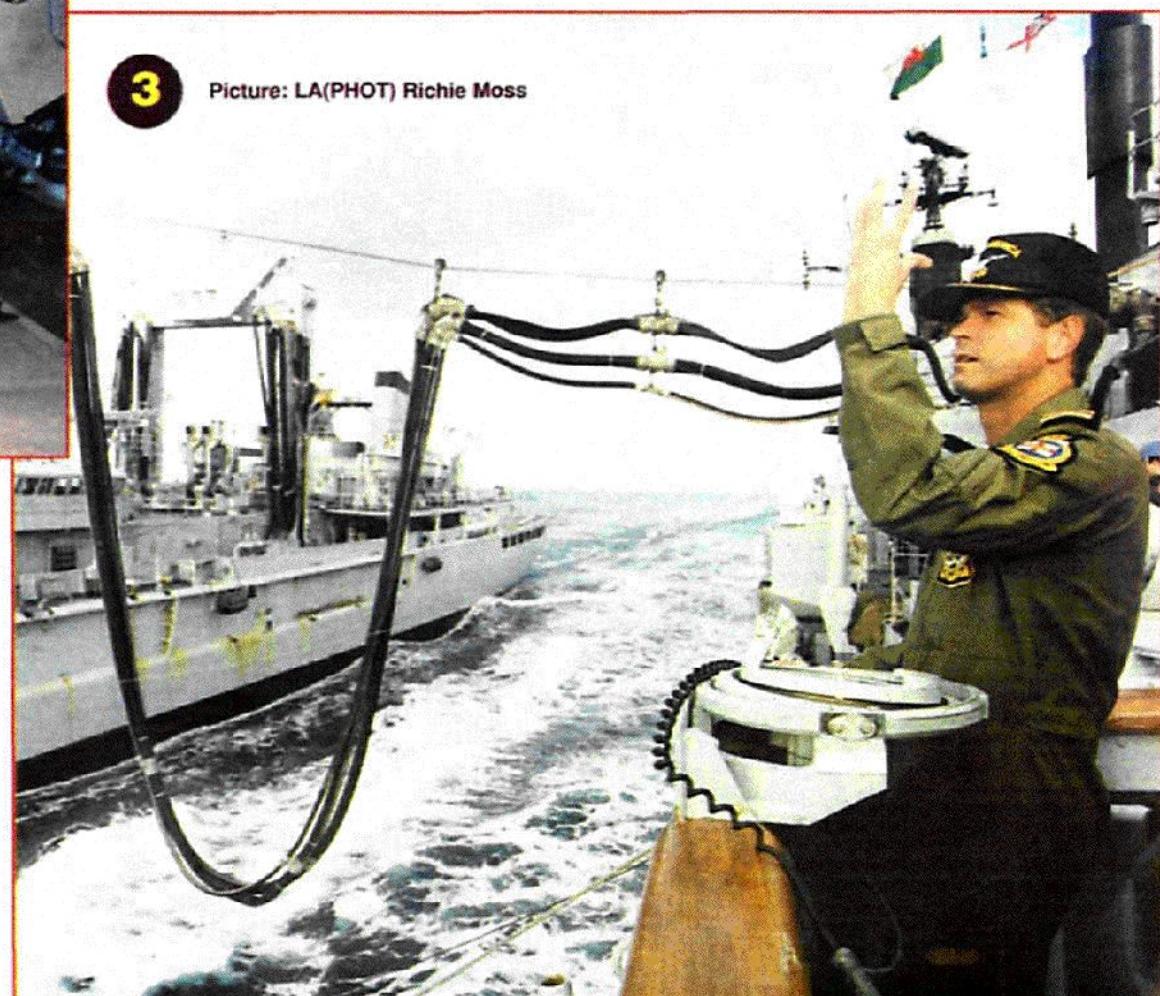


Picture: HMS Invincible

2



Picture: LA(PHOT) Richie Moss



Picture: LA(PHOT) Richie Moss

3



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- 1 An F-14 Tomcat of 'Diamondbacks' squadron VF-102 is recovered by USS America as HMS Cardiff keeps pace in the plane-guard position for Exercise Bright Star 95.
- 2 HMS Invincible leads USS America and her escorts during Exercise Infinite Courage.
- 3 "Trois, si'l vous plait!" The CO of HMS Cardiff, Cdr Nick Butler, signals to FS Var during refuelling operations.
- 4 Triple alliance . . . Cardiff's Navigating Officer studies a chart on the destroyer's bridge with Lt Paul Thielen USN and (centre) Lt Tawfik Onsi of the Egyptian navy.
- 5 With the Egyptian frigate Rasheed silhouetted against the setting sun, Cardiff's Lynx prepares for night-flying operations.
- 6 Watched by members of the Lebanese armed forces, the Guard from HMS Cardiff parade through battered Beirut for a wreath-laying ceremony at the tomb of the unknown warrior. As reported in last month's Navy News, Cardiff became the first Royal Navy ship to visit Lebanon for almost 30 years.

At Your Leisure

When pirates ruled the Main. . .

ALMOST forgotten today among the pantheon of piracy in the Spanish Main is Christopher Myngs – yet he was one of the most successful of the “privateers” who battled there for supremacy (and profits) against the Dons in the latter half of the 17th century.

Arriving from England in the warship Marston Moor on January 25, 1656, Myngs first joined Commodore William Goodson on a small-scale raid on Riohacha – which they devastated for little profit.

Further unsuccessful attempts were made against the Spanish plate fleets until Goodson retired early the following year, complaining of ill health – and soon Myngs was coming into his own.

After a brief return home to get married, Myngs headed back to Jamaica, en route capturing six Dutch merchantmen for illegally trading at the British island of Barbados. He claimed all six as prizes – but was annoyed when all but one were released on technicalities.

His first operation against the Main had him assaulting Santa Maria and Tolu in quick succession for the loss of only three men, then intercepting three merchantmen bound from Cartagena to Portobello.

Freebooters

Following this success, numerous freebooters joined him in the spring of 1659 as he cunningly beat a thousand miles upwind to fall upon unsuspecting Cumana.

After ransacking this port, he quickly weighed and visited like treatment upon Puerto Cabello and Coro before either could receive any warning overland and thus secured

an unusually large amount of booty.

Unfortunately, a good deal of it had been purloined before his expedition returned to Jamaica – and the Protectorate authorities suspected that he had taken justice into his own hands, being “unhinged and out of tune” following the earlier ruling on his Dutch prizes.

Restored

Marston Moor was sent home where Myngs was to stand trial for defrauding the state – but by the time he arrived Charles II had been restored to the throne and Myngs, an early public supporter of the monarch, was soon cleared of all charges and himself restored to command.

Relations had by then been patched up with Spain – but ironically only now was the Golden Age of Piracy about to begin.

Despite the peace prevailing in Europe the first Royalist Governor of Jamaica, Lord Windsor, immediately made privateering commissions available again – and Commodore Myngs had his finest hour as he led a fleet of ten ships (including one commanded by a 27-year-old militia captain named Henry Morgan) against Santiago de Cuba, which until recently had been the Spaniards’ advance base in their efforts to reconquer Jamaica.

At dawn on October 16, 1662 Myngs attempted to rush the harbour mouth only to become becalmed. So he veered in towards the village of Aguadores that evening, landing

1,000 men at the mouth of the San Juan River.

Advancing inland during that night, he defeated a Spanish army before the city gates in the morning, occupied it, sent columns after its fleeing citizenry and then sent another contingent to attack the harbour castle – which the garrison abandoned without a fight.

It would take the Spaniards over a decade to repair their devastated stronghold – and by then Myngs had long departed the scene, forced home for a lengthy convalescence by wounds received during a raid on Campeche in January 1663.

Natural leader

His withdrawal left the West Indian freebooters without their best natural leader and they soon began operating on their own account, notoriously a law completely unto themselves even after a new governor had proclaimed “that for the future all acts of hostility against the Spaniards should cease”.

The stories of Morgan, Teach, Anne Bonney and all the better-known ruffians are retold in *Pirates: Adventurers of the High Seas* (Arms & Armour, £19.99) by David F. Marley.

— JFA

Right: As commander-in-chief of the Jamaica station, the bold and resourceful Christopher Myngs did much to set the precedent of large-scale seaborne descents against Spanish America during peacetime.



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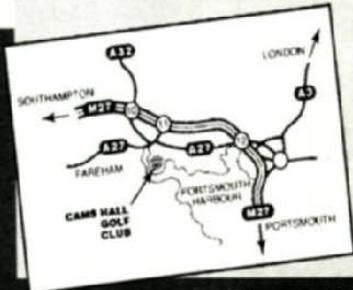
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Investment and vested interest

DON'T GO near the water – not if you're a Hollywood producer, that is. The famously troubled production of Kevin Costner's epic *Waterworld* brought home to film makers something readers of *Navy News*, at least, won't need reminding of: that the sea is unreliable, unpredictable and outright dangerous.

The movie's sci-fi premise – that the polar ice caps have melted, inundating the Earth – might have been realised in the studio via special effects and computer-generated trickery...

But admirably, our Kevin

Screen Scene

determined to shoot his picture the old-fashioned way.

In the result, high-priced technicians sat idle for weeks on end waiting for the weather to suit, while storms sent elaborate sets to the bottom of the ocean. The outcome is in the *Guinness Book of Records* as a movie that went so astronomically over budget as to qualify as the most expensive ever made.

At least, though, the end product is well worth seeing, with Costner as the lone voyager with an intriguingly self-sufficient boat, adventuring his way among flotillas of cut-throats and shoals of heroines-in-distress.

As a preview of the future it at least has the distinction of not consigning our descendants to some dank inner-city hell but allows them to experience their misfortunes in the fresh air and under a clear blue sky.

Inner-city hell 1990s-style is



Mariner, played by Kevin Costner, and Helen, Jeanne Tripplehorn, in the futuristic action-adventure, *Waterworld*.
the setting of the RNFC's second release this month, *Die Hard With A Vengeance*.

Barbarians

Explosions rip through the shopping centre, high-tech robbers loot everything in sight, innocent bystanders are mown down like skittles and only Bruce Willis and his vest stand between us and the barbarians at the gate.

The vest, incidentally, familiar from earlier *Die Hard* pictures, gives the best performance by an item of clothing since Lotte Lenya's boots in *From Russia*

With Love. Clearly a new Oscar category is indicated.

As Bruce and the villains take turns chasing each other, the stunts become ever more spectacular and the vest ever grimmer and more shredded.

Villain-in-chief is Jeremy Irons – an English actor pretending to be a German terrorist pretending to be an American fireman. “Holy Toledo!” he remarks as he surveys the devastation, managing to cram three accents into two words. Holy Toledo, indeed, and Viva the vest

— Bob Baker

HISTORY OF THE TOT REISSUED

FEW men now serving in the Fleet can claim a nostalgic memory of the much loved daily invitation to "Up Spirits" on the boatswain's call.

In fact the custom's abolition in 1970 was even then at least 20 years out of date, as Admiral of the Fleet Lord Lewin notes in his foreword to a sumptuous reissue of Capt James Pack's classic history of the tot *Nelson's Blood* (RN Museum/Alan Sutton Publishing Ltd, Far Thrupp, Stroud, Gloucestershire, £8.99).

"Command of an aircraft carrier finally convinced me that rum was an anachronism in the modern navy. The ship and her aircraft were packed with complex systems requiring a clear head and steady hand for both operation and maintenance.

Well-drilled

"A well-drilled flight deck crew demonstrates the highest degree of team training and professional skill demanded from any group of Servicemen, and there is no place for slow reactions or bad judgement."

And its demise has improved the Navy's health in other ways. Just before he died last year Capt Pack wrote a preface to the new edition, arguing that since the Sailors' Fund created from the initial £2.7m allocated as compensation for the loss of the rum issue now paid out grants from income on

investments of well over £400,000 per year, mostly for recreational facilities, "even the most hardbitten diehard would probably concede that even if it doesn't blow as it used to the Navy of today has benefited enormously from the abolition of rum."

Bearable

Even so, rum deserves its honoured place in the RN's annals – though strongly linked with crime and the lash, it went some way towards making life bearable for sailors during the greater part of its 300-year history and undoubtedly saved the lives of many who came to suffer the worst of its rigours.

Captain Bligh, when cast adrift in HMS Bounty's launch, was given three gallons of rum to last him and his 17 companions on their epic voyage across the Pacific. Bligh allocated a daily ration of a teaspoonful per man – and it was probably their salvation.

"There is no better example than this to illustrate the importance of the good and the bad of rum on those men who through the centuries were the prime part of Britain's walls of oak," the author concludes.

— JFA

Losses recounted

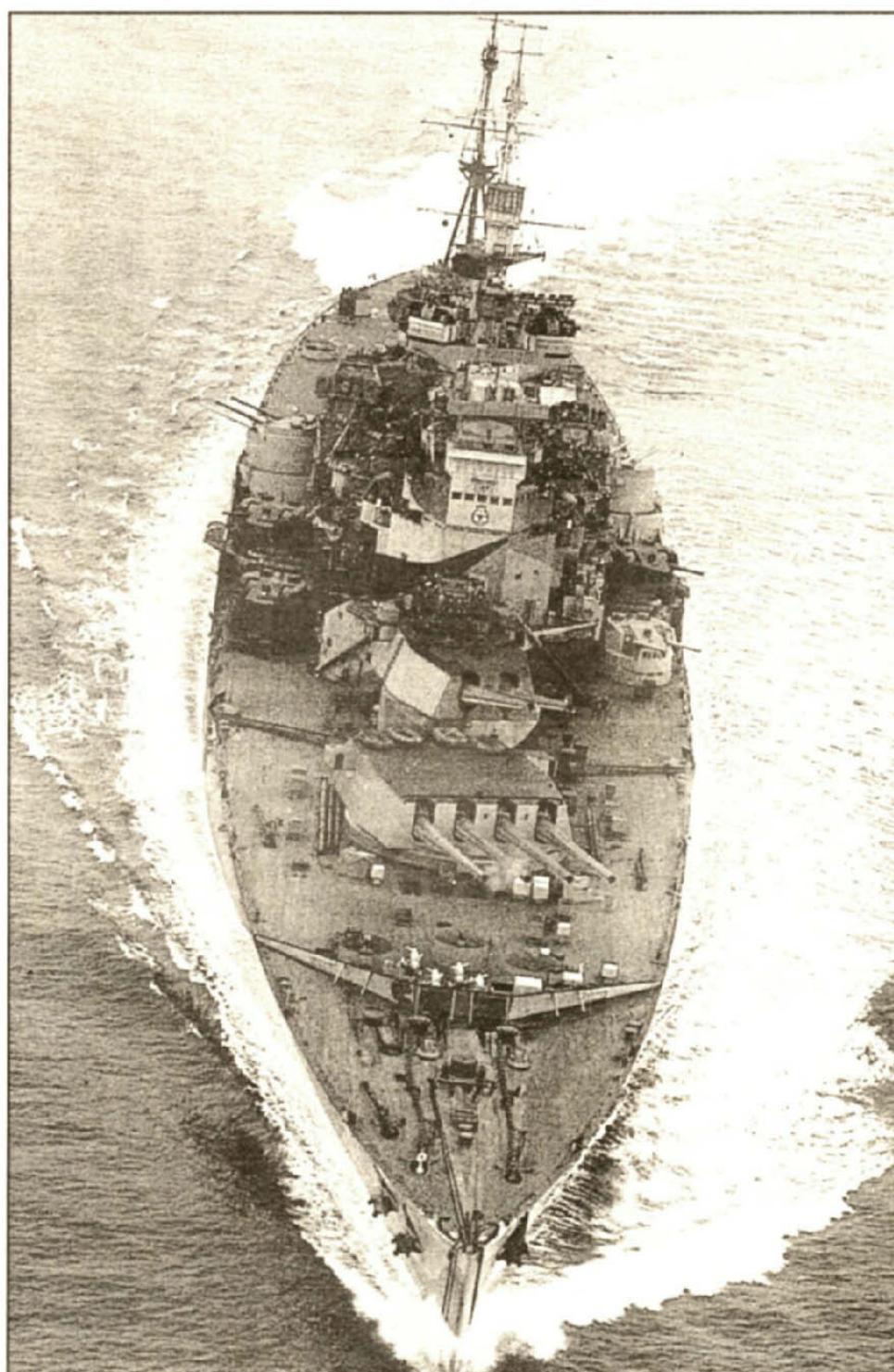
IN *SOS – Men Against the Sea* (New Guild £3.75) Bernard Edwards charts the fates of 29 ships, the loss of which history, by and large, passed by.

Few will have heard of the Cospatrick, a fully rigged ship destroyed by fire off the Cape of Good Hope in 1874; or of the steamer Utopia which skewered herself on the ram bow of HMS Anson in Gibraltar Bay in 1891 and sank in five minutes, taking 500 souls with her.

Or, more recently, of the Admiral Nakhimov (formerly Ber-

lin), in her 62nd year and the oldest passenger ship in service anywhere in the world when she was lost after colliding with a bulk carrier in the Black Sea in 1986.

This is mostly a chapter of accidents that could have been avoided – and is a powerful indictment of the state of the world's commercial shipping, past and present.



Backward, downward glance



PORTRSMOUTH harbour 1956 – an unusual view that shows how much the scene has changed over the past 40 years.

On the Gosport skyline the only buildings tall enough to notice were the Submarine Escape Training Tank at HMS Dolphin and Holy Trinity Church.

While the twin chimneys of Portsmouth Power Station, now replaced by a housing estate, dominate the other side.

And there were more ships moored at the top of the harbour than today, of course.

• The picture is taken from Anthony Triggs' *Portsmouth from the Air* (published by Phillimore, Shopwyke Manor Barn, Chichester, West Sussex PO20 6BG at £12.95), a striking series of aerial photographs spread over 70 years.

At Your Leisure

Design and Howe

AT THE END of the First World War the Naval Construction Department of the Admiralty produced a two-volume history of its wartime activities, copies of which can still be found in a few libraries and have been invaluable to historians.

In 1945 it was decided to provide a similar record, but, though largely complete, it was never printed or issued, even internally.

Carbon copy

In 1983 a carbon copy of the typescript came to light and from this former Deputy Chief Naval Architect David K. Brown has edited *The Design and Construction of British Warships 1939-1945 – The Official Record*. The first volume, Major Surface Vessels, has been published by Conway Maritime at £25.

This covers battleships, monitors, carriers, cruisers, fast minelayers and destroyers – and for those interested in the rationale of design and the performance of warships in battle it unlocks a vast source of authentic and original material upon which so much post-war interpretation and analysis has been based.

Achievements

Volume II will cover submarines, escorts and coastal forces and Volume III amphibious warfare vessels and auxiliaries, so that every type of vessel down to the humblest tug will be treated to summaries of its principal achievements and lessons drawn from combat.

Contemporary illustrations have been lost – but a fine new selection is here incorporated with footnotes to explain obscure references and technical jargon.

Left: HMS Howe in 1943. A King George V-class battleship of 35,000 tons, her main armament comprised ten 14in guns in two quadruple and one twin mounting. As well as meeting the limitations laid down by the London Naval Treaty of 1936, the designers were required to produce a vessel narrow enough in the beam to be capable of docking at Portsmouth and Rosyth.

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Reunions

JANUARY

HMS Truculent A memorial service for those lost in HMS Truculent will be held at 1100 hrs on January 12 in the St George's Centre, Gillingham, Kent. A memorial tablet will be unveiled, only two local standards will be paraded. Refreshments after. Contact Ted Hogben on 01634 715635 or Don Ritchie on 01634 575212.

Fast Minelayers Association The SE Branch meets at noon on January 16, The Royal British Legion Club, Braganza Rd, Kentington. Contact Ray Moore, Tel 01603 437652.

MARCH

HMS Warspite Association The next meeting will be held at The Royal British Legion Club, Gillingham, Kent on March 2. Contact R Foster 01753 653915.

HMS Emerald Association Reunion on March 2 at the Union Jack Club, Waterloo. Old shipmates not yet in touch, please contact Colin Houlday, 3 Gloucester Rd, Witterby, E Yorks HU10 6HW. Tel 01482 651652.

HMS Zodiac 1944-46 A reunion will be held on March 3 in Bury. Shipmates should contact Tony Fairmire, 8 Canada Grove, Midhurst GU29 9AF. Tel 01730 812695. Members of HMS Martin Association also welcome.

HMS Naiaid 1940-42 A reunion of survivors is to be held in Cambridge, March 7-9. Shipmates should contact Bill Willis, 8 The Biggin, Duxford, Cambs CB2 4SQ. Tel 01223 834984.

HMS Kent Association holds its second reunion on March 9 at the Nautical Club, Birmingham. Family and friends are welcome. Contact Ron Sunderland, Coronella, 31 Ferndale Crescent, Kidderminster DY11 1WV. Tel 01562 66184.

429 Kings Squad, RM A reunion will be held March 15-16 at the Friendly Hotel, Walsall. Contact J Burnham, Alasan Lodge, Front Rd, Murrow, Wisbech, Cambs PE13 4JQ. Tel 01945 700703.

WRNS (Radar) A reunion for serving and ex-serving Wrens (Radar) including those who transferred branches and became officers is to be held at HMS Dryad on March 22, price £7.50. Send a SAE to POWREN(R) Sarranne Jones, SCSCS Section, Purbeck Block, HMS Dryad, Southwick, Fareham, Hampshire PO17 6EJ. Tel 01705 284423.

HMS Whitesand Bay Association Eighth reunion will be held at the Royal Sailor's Home Club, Portsmouth, on March 23. Details from Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD. Tel 01442 63405.

Calling old shipmates

HMS Hermes Association A reunion will be held at the Stretton Hotel, Blackpool, March 29-April 1. Details from Peter Baptie, 16 Virginia Close, New Malden, Surrey KT3 3RB. Tel 0181 949 5648.

APRIL

HMS Gravelines D24 1949-52 The fourth reunion will be held at the Royal Fleet Club, Devonport, in April. Details from Roy Whittington, 102A, Victoria Avenue, Newport, Gwent NP9 8GG. Tel 01633 221688.

HMS Newcastle 1952-58 The first reunion will be held on April 6 at the Royal Sailor's Home Club, Portsmouth. Contact Bill Thompson, Hillcrest, Mickie Hall, Blackhall Rocks, Hartlepool TS27 4FD. Tel 0191 586 3068.

HMS Cairo OHA The next reunion will be held in Southsea on April 6. Shipmates should contact Jock Harris, 72 St Leonards Caravan Park, Ringwood Rd, West Moors, Fordington, Dorset BH22 0AQ. Tel 01202 894121.

HMS Barle Association The fifth reunion will be held on April 13 at the Edgbaston Palace Hotel, Birmingham, and in the evening at the Nautical Club. Details from Sam Pearsall, 29 Green Gables Drive, Hollywood, Birmingham B47 5NJ. Tel 0121 83942 or Ted Hellings Tel 01933 53972.

HMS Vengeance Association The second reunion will be held at the Novotel, Nottingham, April 19-20. For details, contact Sec Lew Lewis, 122 Mill Lane, Portslade, Stockton-on-Tees TS17 9QJ. Tel 01642 881770.

HMS Southdown L25 The fourth reunion will be held on April 20 at Woking Conservative Club. Contact Mr Eddie Kerr, 60 Leonard St, Bulwell, Nottingham NG6 8RR. Tel 0115 927 3055.

THE LST & Landing Craft Association Reunion will be held in Scarborough, April 22-26. To book, contact M. Cresswell, Tel 01757 288752.

Electronic Warfare Calling all serving and former senior EW rates for a reunion in April/May. Please send a SAE to CPO(EW) Debbie Reynolds, HMS Dryad, Southwick, Fareham, Hants PO17 6EJ.

MAY

HMS Virago 1942-45 Those interested in a reunion in May should send a SAE to Mr Norman Darbyshire, Flat 9, Maveen Court, Stockport, Cheshire SK2 7BG. Tel 0161 456 4343.

HMS Ark Royal If you served in her during WWII please write to shipmate Bob Sather, 93 Telcroft Close, Corsham, Wiltshire SN13 9QJ. Tel 01249 712525.

HMS Liverpool Association reunion on June 8, The Petty Officer's Mess, HMS

HMS Cossack L03 1938-41 and D57 1944-59 A warm welcome awaits ex-crew, family and those with a special interest in the association at the next reunion in May. Contact FV Thomas, 14 The Common, Harleston, Norfolk IP20 9JT. Tel 01379 854649.

HMS Tenby Frigate F65 and minesweeper J34, reunion May 3-6 at the Trecarn Hotel, Babbacombe Bay, Devon. Contact Jeff May on 01344 59368 or Phil Rose on 01747 7325.

HMS Swiftsure Association (cruiser and submarine) The fifth reunion will be held May 3-6 at Alavaston Hall Hotel, Nantwich. For details, contact David George, Mullion, Shipton Green, Itchenor, Chichester, Sussex PO20 7BZ. Tel 01243 512998.

HMS Majestic, Caledonia 1937-38 Boy's AGM/reunion on May 9, at 1900 at Wear Branch RNA, Sunderland. Details from Sec Jim Duckworth, 87 The Hoe, Murdishaw, Runcorn, WEE 7EE. Tel 01282 781810.

HMS Petunia 1941-46 The eighth annual reunion dinner will be held on May 10 at the Angel Hotel, Royal Leamington Spa. Contact Mr Gordon C Shaw, 821 Dorchester Rd, Upwyke, Weymouth DT3 5LB. Tel 01305 813327.

HMS Opossum F33 The third reunion will be held May 10-11 in Nottingham. All ex-shipmates welcome. Details from Harry Catterton, 27 Rissington Walk, Thornaby, Stockton-on-Tees TS17 9QJ. Tel 01642 881770.

HMS Lookout G32 The fifth reunion will be held in Burnley on May 11. Details from Buck Taylor, 5 Milton Rd, Radcliffe, Lancs M26 3GS.

HMS Warspite Association A reunion will be held May 17-19 at the Hospitality Inn, Southsea. For details please ring R Foster on 01753 653915.

HMS Gloucester 1939-41 Annual reunion May 17-19 at The Royal Fleet Club, Devonport. Details from Mr Ernie Evans, 3 Lake View Rd, Sevenoaks, Kent TN13 3EH. Tel 01732 456686.

HMS Constance reunion in June at RNA Lyminster. For details please ring Sec S R Harding on Canvey Island 01268 684619.

HMS Saumarez reunion at the Union Jack Club, London, June 1. Details from MJ Salter, 93 Telcroft Close, Corsham, Wiltshire SN13 9QJ. Tel 01249 712525.

HMS Liverpool Association reunion on June 8, The Petty Officer's Mess, HMS

Nelson, Portsmouth. Contact John Waters, 2 Dewberry Rd, Wardsley, Stourbridge, West Midlands DY8 5XJ.

HMS Chinkara Cochin/Ooty 1944-46? It is 50 years since the 1946 commission. Five evenings of nostalgia have been arranged June 10-14 at The St Ives Hotel, St Annes-on-Sea, nr Blackpool, Lancs. Details from Colin Baker, RPO Office, Maltlin Cottage, Blackpool Old Rd, Lt Ecclestone, Preston PR3 0YQ. Tel 01995 670495.

HMS Brissenden Association The fourth reunion will take place from 1230hrs on June 22 in Southsea. Details from C L Lawrence, 31 The Limes, Bletchley, Milton Keynes MK2 2JN. Tel 01908 647665 or Nevil Folard on 01945 589352.

JULY

HMS Royal Arthur, Corsham, Anson Class July 1946 (writers and SAs) A 50th reunion is proposed for July. Contact Cliff Hayes on 01225 862444, Bill Walsh on 01367 710567 or Alan Russell, 47 Meadow Rd, Wythall, Birmingham B47 6EG. Tel 01564 826689.

SEPTEMBER

BP&EI Fleets Would all veterans who wish to attend the reunion at Sinah Warren Village, Hayling Island, in September, please contact Albert Green, 11 Stainbeck Rd, Leeds LS7 2QZ. Tel 0113 278 2086 after 6pm.

425 Squad Royal Marines A reunion is to be held September 6-8, 1996, at Deal. Members of 313, 976, 546, 547, 565, 576 and 577 squads are also to attend. Details from Terry Easingwood, 17 West Park Close, Leeds LS8 2ED. Tel 0113 2666418.

HMS Fisguard 1939-45 A reunion of wartime Art/Apps stationed at Torpoint is planned for September 10, at the Royal Sailor's Home Club, Portsmouth. For details send a SAE to Mr Bruce Ballmain, Haxocks, 35 Rum Rd, Henghing, Whitehaven, Cumbria CA28 8PG. Tel 01946 591789.

HMS Vigo 1949-52 Photos, commissioning books and memorabilia sought for loan/sale by D Parsons who would also like to hear from anyone who served in her. 14 Chapel St, Brownhills, Walsall, West Midlands WS8 7NS. Tel 01543 378870.

HMS Dorsetshire, April 19, 1941. RN and RM crew members who remember stopping the American freighter SS Robin Locksley are asked to contact Mr K Surch, 11 Northwall Rd, Deal, Kent CT14 6PN.

British Pacific and East Indies Fleets Written recollections are sought from veterans under the following headings: Beginnings, Induction, Training, Naval Barracks, Passage East, Action with the Fleet, End of the War, Places, Final months of Service and Homeward bound, for publication by writer and veteran Frank White, Micawber Cottage, Vicarage Gardens, Sea Dyke Way, Marsh Chapel, Lincs DN36 5SX. Tel 01472 388869.

Hospital Ships Did you serve in them? John Hailey, 1a Ashurst Walk, Croydon, Surrey CR0 7JX, Tel 0181 656 7167 would like to hear from you. He is researching for a book and is particularly interested in the Maine and the Uganda.

Cocos Island Anyone with details of the rescue of four Royal Marines and Royal Engineers by Able Seaman John Emery Atkinson should contact Harry Widdup, 63 Tower Rd, Matamata, New Zealand 2271.

HMS Wetherby WWII Ascot Class inshore paddle minesweeper. A history of this vessel is being compiled. Anyone with photos, cap tallies and information, please contact CPO J Utley, Armed Forces Careers Office, Bond Court, Leeds LS1 2JY.

PO James William Crow, FAA, RNAS Macrahanish, was killed with his air gunner on target towing duties off HMS Landrail, January 18, 1944. If you remember the incident and can supply any information, please contact his brother-in-law Wing Cdr A Harris, RAF rd, 38 Oakdale, Harrogate, North Yorks HG1 2LS. (PO Crow lived in Gannochy, Perth.)

HMS Constance D71 The 49ers association seeks old shipmates Ernie Roberts, Dicky Dines, Tom Sherrin and others of the commissions 1947-51. Please call Ernie Balderson on 01529 413410.

HMS Ships Did you serve in them? John Hailey, 1a Ashurst Walk, Croydon, Surrey CR0 7JX, Tel 0181 656 7167 would like to hear from you. He is researching for a book and is particularly interested in the Maine and the Uganda.

Women's Land Army Badge wanted by Ken Holder, ex-HMS Birmingham, in exchange for cap tally/cap tallies. Tel Cheltenham 01242 52807.

HMS Durban Bertram George Clarke was killed February 11, 1942 at Singapore. His daughter, Mrs J Matthews, would love to meet anyone who knew him. 11 Lincoln Close, Titchfield Common, Fareham, Hants PO14 4QW. Tel 01488 583775.

Michael Barratt (Captain?) formerly of The Oval, Market Drayton and The Grove Secondary Modern School. Please contact Elizabeth Boughey on 01630 653915 or Mayra Carswell on 01743 368607 for details of a 40th school reunion.

HMS Dundalk, minesweeping sloop lost October 17, 1940, are there any survivors out there? Please contact Mr F Hartwell, Rosegarth, 37 Weybridge Lane, Hamble, Southampton SO31 4HT. Tel 01703 452382.

Books wanted Make A Signal and Make Another Signal by Jack Broome, Ordeal Below Zero, Silent Victory, and Night of the Long Knives. Contact Mr E Riley, 25 Parkhead Crescent, Sheffield, S11 9RD. Tel 0114 296 0338.

Wartime magazines from HM submarines and minesweepers are available for exchange for HMS Ganges material. Contact V Hocking, 37 Wayside, Marston Green, Solihull B37 7AY. Tel 0121 779 3525.

The Fleet Information regarding this one-time monthly journal and copies, especially wartime ones, are desperately sought. Please contact Jack Williams, Founder, Algerines Association, 395 Lytham Rd, Blackpool FY4 1EB. Tel 01253 244157.

HMS Sunflower, rammed and sank US33, May 1943. A member of the Dresden U-Boat Club would like to contact members of the ship's company. Please write to G Zestermann, Reitbahn Str 36/1611, 01069, Dresden, Germany.

HMS Ajax October 1942-July 1945. HMS President June 1945-August 1947. HMS Eagle, December 1947-January 1949. The son of CPO Ellis would appreciate any details of his father's career in the RN and the ships in which he served. 19 Grosvenor Place, Liverpool, L12 4NG. Tel 0151 243277 for details.

Tank Sally - The Big Stick Sailed HMTS Aorangi from Liverpool, via Greenock for Durban, April 12, 1943, returned in HMTS Andes three years later, does he still live? Doug Denney, ex-LAC RAF would like to hear from him. 144 Yarkeide Rd, Barrow-in-Furness, Cumbria LA13 0EX.

HMS Myotis Arabic class sloop 1916-23. The son of A-ERA Herbert Foster has been researching the history of the ship and is happy to share the information with surviving crew or relatives. Herbert Foster Jr. 58 Hammerton St, Pudsey, West Yorks LS28 7DD.

At Your Service



Over to you

Gunnery positions Duran Durant, Three Sisters and Peak Island. Their locations are sought by Mr Frank Matthews, 150 Westfield Lane, Wyke, Bradford, West Yorks BD12 9DL. Tel 01274 670442.

Church Drill by Giraldos Do you have this book? Mr R Verne would like a copy and two books by the same author to give away - The Merry Mattoe Again, and The Awful Disclosures of a Bluejacket, 63 St Johns Rd, Bedhampton, Hants PO9 3TR. Tel 01705 479519.

LST 404 1944-45 Seeking crew who may have memories of OS Norman Hobbs or any photos or history of the craft. Please write to LG Largent, 94 Darbys Lane, Oakdale, Poole, Dorset BH15 3EU.

HMS Africander, RN Wireless Station, Simonstown 1942-44. Mrs Joan Grant would like to contact any shipmate who served with her late husband Ted Fred Grant. Please write to 57 Midland Rd, Cottender, Birmingham B30 2ES. Tel 0121 486 1933.

Simonstown Dry Dock (Selborne, Snoekie) Do you have any information about RN ships that used this dry dock during and after the war years? Contact WO L Oxford, c/o SAs Chapman, Private Bag X2, Simonstown 7995, Republic of South Africa.

Researcher Martyn Ives would like to speak to men of all ranks and rates who served in the RN before and during WWII for a documentary series on BBC Television. Contact Testimony Films, 28 Hermitage Rd, Crumpsall, Manchester M8 5SP. Tel 0161 740 4027.

RN wall plaques General Natale Doddi would like to buy or exchange them for Italian army plaques or regimental commemorative medals. Contact General Natale Doddi, Pza Risorgimento, 12 41100 Modena, Italy

Royal Naval Association



Veteran wounded at Jutland dies



Stan Smith... in action at the age of 16.

A BOY seaman who was the sole survivor of a gun crew at Jutland has died, aged 96. Stan Smith, a founder member of Beccles branch of the RNA, was wounded in the battle where he was a sight-setter in the destroyer HMS Spitfire.

His ship was in the thick of the action which he describes in his autobiography *Sea of Memories*, published in 1985. During a torpedo attack the Spitfire came under intense German fire.

"We were hit several times," wrote Stan. "I was on the after gun, which was on a 'bandstand' raised some 3ft from the deck. It was a 4in gun and as sight-setter I was tucked away right inside the shield..."

"The shell that did the damage to us on the gun hit the searchlight tower just forward of the bandstand, and when it exploded it threw the whole gun completely over on its side; shield, mounting, the lot."

"I was slung over with it and it was quite some time before I managed to get clear. When I eventually got out I found that all the rest of the gun's crew had been killed, some blown almost to pieces."

Collision

"It was then that I felt conscious of a pain in my leg. Taking my shoe off, I found it was full of blood – and I fainted."

When he came to he was in a hammock on the mess deck, being treated by the coxswain, who had had some first-aid training. There was no doctor.

Meanwhile the Spitfire came close to destruction again when

she collided with the German battleship Nassau, tearing a hole 12ft in diameter in the big ship's port bow and carrying away with her 20ft of the German's side plating.

Carley floats were prepared as it seemed certain the destroyer would be sunk, but almost by a miracle she and Stan Smith survived the battle to return home.

His career in the Navy had started at the age of 15 in 1914. After the war, while serving with a naval party on the Caspian Sea, he was captured and held for a time by Bolshevik troops.

He served throughout the Second World War to leave the Service as a Chief Gunner's Mate in 1945.

Corker of a visit for Orkney

Branch News

representatives of RNA branches on the island.

Exmouth

Sixty shipmates and guests toasted the Immortal Memory at the branch's Trafalgar dinner. Shipmate WO David White, National Council member for No. 4 Area, was guest of honour.

Yeovil

Westland Helicopters' chief test pilot Colin Maguire was guest

of honour at the branch's Trafalgar dinner. Events before Christmas included a skittles evening with the local Moose Club and a horse-racing night with the RNLI which helped to raise funds for both charities.

Hull

Membership is increasing and has now reached 70 full members. However, on the down side, standard bearer Shipmate Ken Beautyman has been forced to retire through ill health.

Cheshunt

Capt Paddy Vincent, president of No. 1 Area, was guest of honour.

at the branch's annual dinner attended by 160 shipmates and friends. Shipmate Harold Chalkey, vice president, was honoured with life membership, and Vera Evans won the title Shipmate of the Year.

Peterborough

Branch standard bearer Gordon Roberts took part in no fewer than five local parades during the Remembrance weekend.

Meanwhile the social secretary has resigned through ill health, and in recognition of his services over 17 years was presented with an Edinburgh crystal vase.



When Halifax branch needed a serving sailor to lay their wreath on Remembrance Day, the Royal Navy came up with local man LRO C. Farrel, who later presented the badge of HMS Resolution to branch president, ex-Wren Irene O'Connor, accompanied here by fellow shipmates.

PRIZE PUZZLE

WINNER of the Navy News Mystery Picture competition No. 9 which appeared in our November edition, is Mr J. H. C. Williamson of Alloway, Ayr.

His entry was drawn at random from replies which correctly identified the photograph as that of the battleship HMS Inflexible (launched 1876) and correctly identified her as having the thickest armour and heaviest muzzle-loading battery of any Royal Navy ship.

Mr Williamson receives our cash prize of £25. A further prize is offered for the correct solution to this month's competition. Tell us:

1. The names by which the ship was known.
2. The navies in which she served.
3. The year in which she was finally paid off.

Fill in the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to all three questions will go into a prize draw to establish a single winner. Closing date for entries is February 15, 1996.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 11

Name

Address

Ship names?

Which navies?

Year of paying off?

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right and
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Headmaster
The Duke of York's School
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Voluntary aided, it is run by the Royal Alexandra & Albert Foundation-founded in the City in 1758—with support from Surrey Education Authority.

Education and tuition are the responsibility of the County, while the Foundation provides all the boarding and pastoral facilities.

By today's standards, the school's role of 420 is small, but this is very much an advantage in that it makes for a homely and

caring family atmosphere with teaching in small classes.

The school is set around the famous Gatton Hall in 260 acres of Surrey parkland laid out by Capability Brown. The estate is owned by the Foundation and the 11 boarding houses have all recently been modernised.

Over 90 per cent of the pupils are boarders, with Service and expatriate children forming a large part of the school community.

The range of extra curricular facilities is wide, including Sea

Cadets—who have the use of a 27 acre lake—ACF and ATC units, a BHS-approved riding school, 25 metre indoor pool, assault course, sailing, climbing, canoeing and a full range of the usual sports.

Boys and girls from 7 to 17 are accepted as boarders or weekly boarders and because tuition is

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A-levels and vocational courses are offered for sixth formers at nearby Reigate 6th Form College, with pupils continuing to board at Gatton.

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Mrs Dorothy Wood, Admissions Secretary
Royal Alexandra & Albert School
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Further details of admissions may be obtained from the Headmaster's Secretary, Mrs Carol Joy telephone number 01304 613286 Fax 01304 615336



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Going outside this year? if you are looking at a career change in 1996, here are some of the options available.

for those of you who have new training in mind, these two pages include information on distance learning courses — designed to help you work at your own pace. There are also courses on journalism, security and computer engineering.

Opportunities at home and abroad are highlighted, including jobs in the security, fire and shipbuilding industries — as well as in the Senior Service itself, with the Royal Marines singled out for special attention this month!

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National Council for the Training of Journalists.
Latton Bush Centre, Southern Way, Harlow, Essex CM18 7BL
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ENHANCE YOUR CAREER PROSPECTS

Programmable Logic Controller Training

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Applicants should submit a C.V. together with a covering letter explaining what experience and characteristics that they can bring to this role, together with details of their present salary and salary expectations to:

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*YSL is an equal opportunities employer
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Programmable logic controller training

SPECIAL three-day intensive training courses have been held for serving personnel at the Clyde Submarine Base over the past three years.

PLCs are now about as common in factories as personal computers are in offices — and the knowledge gained from these courses has been of considerable benefit in helping to obtain jobs in industry.

Many employers now specify that applicants for jobs in manufacturing or maintenance functions should have experience or working knowledge of PLCs.

This practical course, assessed at NVQ/SVQ level 3 as administered by the Engineering Training Authority, covers system design, program writing and fault diagnosis.

Nearly 100 serving personnel, mostly at PO and CPO level, have attended it, as run by Dr Keith Clements-Jewery, a former RAF SNCO who specialises in mechanical electronic systems engineering applications in industry.

Portsmouth area

Training courses are now planned for other areas in the UK, some to be run in the New Year in the Portsmouth area.

• Further information is available from Intelligent Information Technology Ltd on its 24-hour Training Courses Hotline, 01703 678835.

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EMPLOYMENT AND TRAINING '96

IF YOU are thinking about computer training, it makes sense to go for the recognised industry standard — like that on offer at the Novell Authorised Education Centre at Highlevel (see advertisement below). One who did, a technician with 22 years service, records his impressions.

"The management skills and many other qualities that the Forces had given, or forced upon me, would be useful assets in finding a job, but as what?

"Computers seemed to be the thing to be 'into' and my pre-lease course was in computing and management information systems.

"Looking through the advertised jobs, I was soon aware of the value placed upon certain qualifications. A certificate from Plymouth CFE did not rate highly on the list. The requirements seemed to be either a degree in related subjects or the HNC/HND. Further to these were the terms CNA and CNE, neither of which meant anything to me.

"I secured employment doing hardware installation and maintenance and training users in the use of windows based application. The work was very satisfying and reasonable paid.

"Things don't last forever and I was once again unemployed, but this time I had learned what CNA and CNE meant. They were both qualifications awarded by Novell, the company that produces the vast majority of networking operating systems for the PC — Certified NetWare Administrator and certified NetWare Engineer.

"I decided to investigate training courses which would lead to these qualifications.

"There are numerous agencies offering computer training at various levels, the common denominator for all courses seeming to be that they cost lots of money. It was soon apparent that not all training is created equal.

"A Novell course given by one training provider would lead to qualification worth no more than the Plymouth certificate. "An article in the computer press led me to Highlevel Education, a Novell Authorised

A Novell experience

Education Centre where a friendly and knowledgeable staff explained what courses were available and just what was required to achieve Novell Certification.

"The costs appeared horrendous, but were no more expensive than other courses which would not give me certification,

and with careful planning the expense was spread out.

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taken at one site, and the examinations were also taken at Highlevel Education's training centre.

"As soon as I had completed my training programme I acquired contract work through the many recruitment agencies who specialise in the computer

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"Without my CNE and the training I got from Highlevel, I would not even have reached the interview stage."



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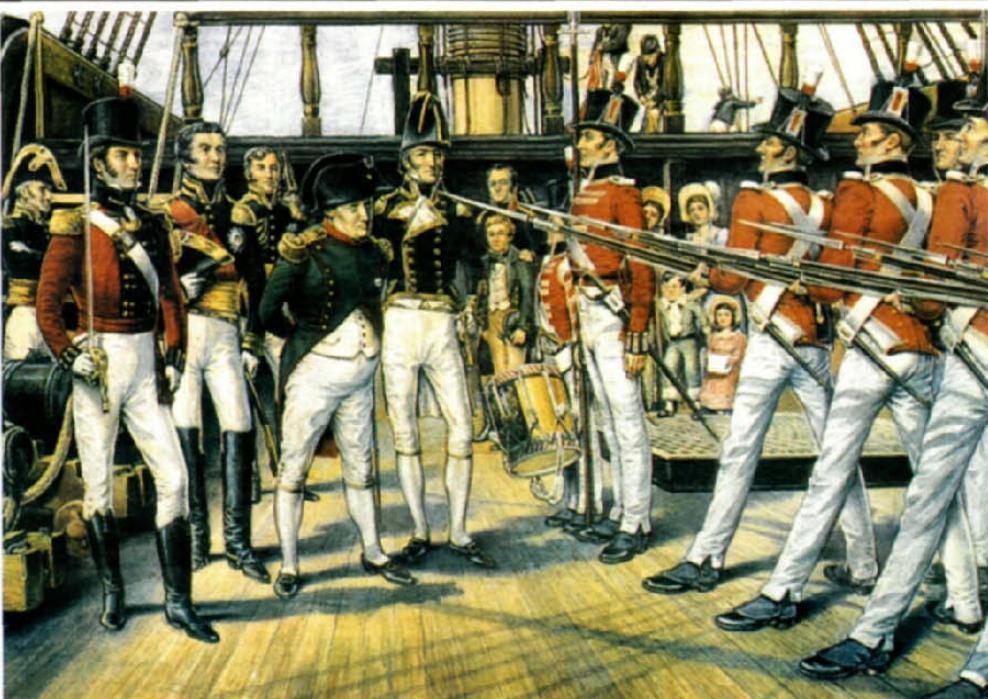
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- 2 CNEs are in big demand by employers. Read the job adverts in the computer press or ask the employment agencies.
- 3 CNE certification gives you a definite advantage in the job market. CNEs get interviews, get jobs and command higher salaries than non-qualified personnel.



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Pictures: Emma Henwood

Clockwise from above:

- Replenishment at sea practice – on dry land at the RN Seamanship School.
- "Seams OK to me, Chief . . ." LS(Sea) Ben Casey demonstrates a steady hand in the art of sailmaking.
- LS(Sea) Dolly Grey finishes checks to a General Service lifejacket.
- Little knots – LS(Sea) J.Hibbert demonstrates the method –
- – and big knots – LS(Sea) Phillip Lenthall and Phillipa Gregory apply the finishing touches to the Seamanship School's Big Bell Rope.
- Riding the RIBs – boat handling remains an essential part of the course.



This tasteful glassware, distinctively engraved with the Royal Navy Crown would enhance any table setting.

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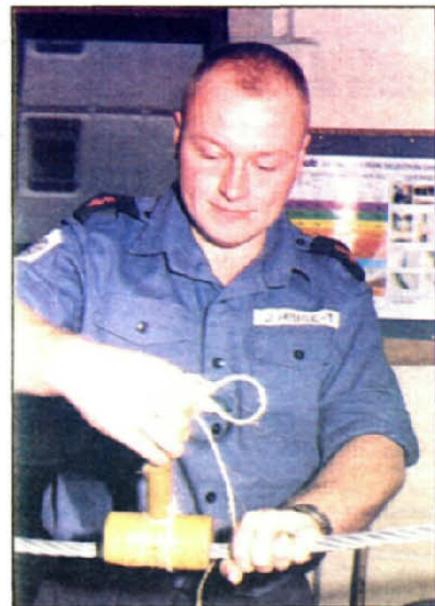
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NOT PLAIN SAILING



Seamanship in revival at Raleigh

THE FIRST Leading Seaman (Specialist) course in nearly three years has just finished qualifying at the RN Seamanship School, HMS Raleigh.

Owing to the recent spate of redundancies, training in the branch had virtually closed – but now it finds itself short of 43 personnel. And they need to be a special breed – if you are looking for a job with fast promotion prospects, then this is not for you advises WO(Sea) Ken Peters.

"We require ratings who are dedicated, with a love of seamanship, and who are prepared to work in bad weather for what can be long periods. Those who have just come through it will tell you that the nine-week course is not an easy ride – and there is no doubt that those who do complete successfully are committed to their vocation."

"The vital qualities we look for are dedication, teamwork and a determination to see a job through to its end."

Seaman Specialists can be taken from any branch that is not closed to transfers – although for obvious reasons it is likely that volunteers will be from sub branches of the Operations Department.

Sea survival

Applicants must be passed for Leading Hand in their source branch, have completed the second seamanship task book, passed the WPE in seamanship and have their CO's recommendation.

On acceptance of the preliminary board they will be invited to a two-day assessment at Raleigh.

The nine week course covers all areas of boat handling, both practical and theoretical. Maintenance of sea survival equipment is taught and stu-

dents need to be able to brief members of the ship's company in its use and care.

Other aspects of training include navigation, rigging, replenishment at sea, sailmaking, maintenance management systems, ship's husbandry and paint shop management. Time is also found for more traditional skills such as fancy rope work.

Skills taught are those essential to the running of a ship at sea – the Seaman Specialist must know all the details of any one of the many evolutions that may be required on an operational warship.

Replenishment at sea – 'RASing' – is what many regard as his bread and butter

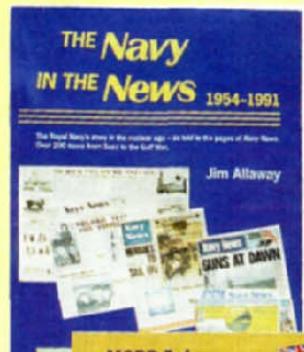
skill and a high degree of confidence is required for both the RAS brief and the evolution itself.

So it will come as no surprise to the budding 'Spec' that confidence-building exercises are an integral part of the course, with students expected to give snap talks, lectures and presentations at frequent intervals.

Once the course is successfully completed, they are advanced to leading rate and go off to join the seaman 'spec' team either on board a frigate as one of a pair with a PO or Chief heading the team or to a minor war vessel as the Buffer. Responsibility comes with the job very early on.

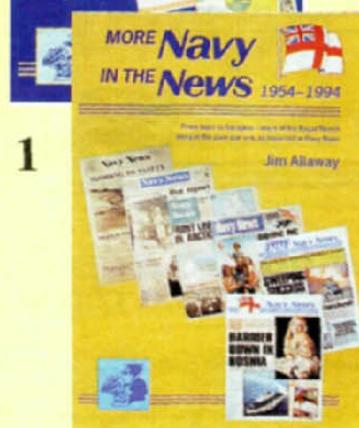


A Happy New Year from
Navy News



THE *Navy*
IN THE *News* 1954-1991

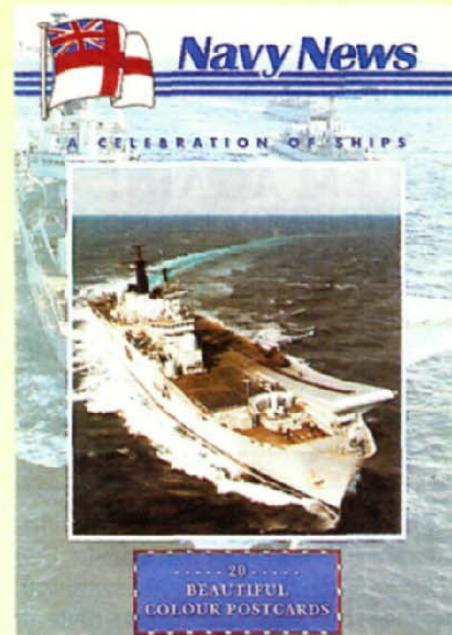
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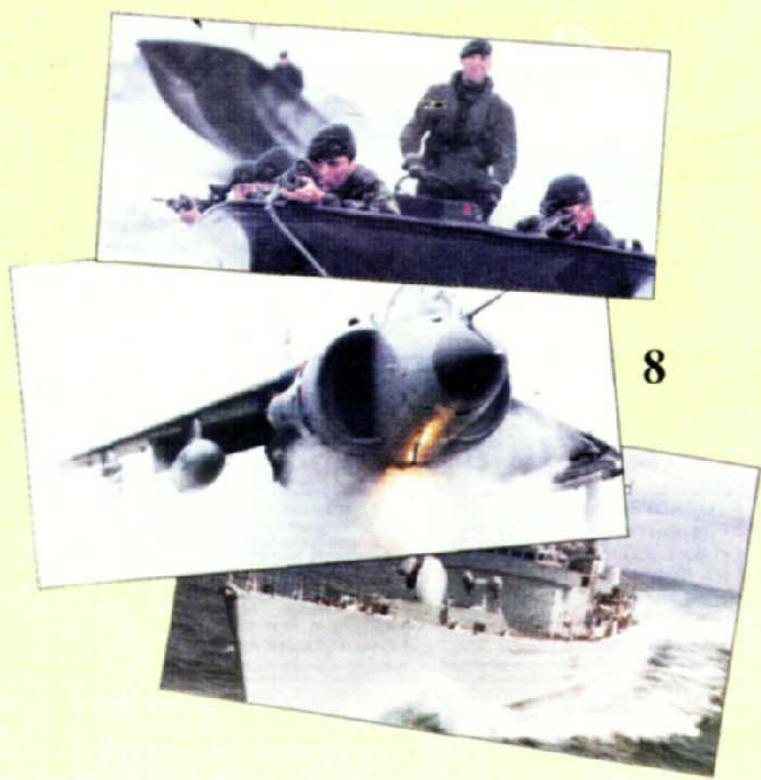
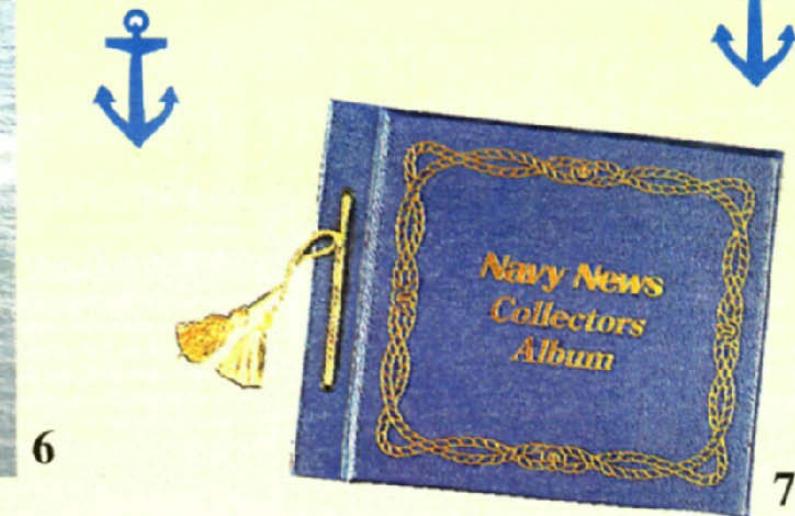
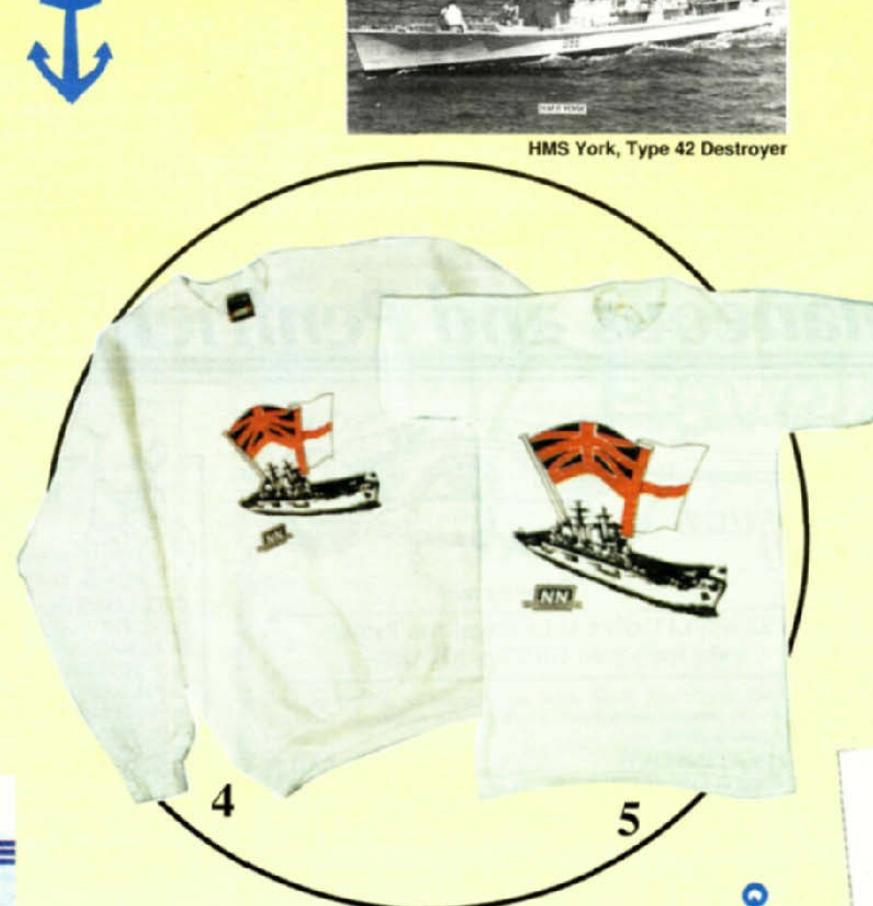


Navy News

1960-1961

An aerial photograph of the aircraft carrier HMS Ark Royal sailing on the ocean. The ship is white with a dark superstructure and a flight deck. A thick white wake is visible behind the ship.

..... 20
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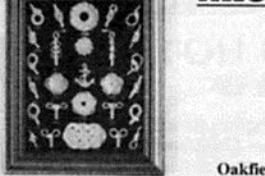
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NoticeBoard

Appointments

Maj Gen David Anthony Somerset Pennefather, to be Commandant General Royal Marines in succession to Lt Gen Sir Robert Ross, who is to retire. March 8.

Commodore Alastair Boyd Ross, to be promoted Rear Admiral and to be Assistant Director Operation Division International Military Staff. August 1996.

Capt Richard Somerton Wraith, to be Naval Base Commander HMS Drake, March 5.

Cdr David Murray Forbes, HMS Trenchant in command. May 22.

Loc Lt Col Richard Alan Waterer RM, to be Commandant RM School of Music. April 1.

CCMEAM - 291, Nil; CCMEAL - 143, 1;

FLEET AIR ARM

To CPOA(PHOT) - T.D. Hall (HS PHOT School, Heron).

To CPOACMN - L.Lovitt (HQ CDO AVN, Heron), M.B. Keen (820 SON, Illustrious), C.R. Bartlett (Seahawk), R. Steadler (771 SK5 SAR, Seahawk).

NON SEA-GOING BRANCHES

To CPOWRS(U) - C.R. Newton (Northwood).

To CPOWTR - A. Tilston (Raleigh), D.M. Stearns (Capt(H) Devpt, Drake), P.E. Miles (2SLCNH Nelson).

To CPWPHOT - E.F. McKenzie (Osprey).

ACTING CHARGE CHIEF ARTIFICER

AUTHORITY was issued by Captain Naval Drafting in December for the following ratings to be advanced to Acting Charge Chief Artificer:

Points

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at January 1996.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during December.

CCMEAMLSM - 155, 2; CCMEALSM - 155, Nil; CCWEAADC - Int (28.11.95), 1; CCWEAWDSM - 243, Nil; CCWEAWDSM - 321, Nil; CCAEAM - 261, 1; CCAEAR - 222, Nil; CCAEAWL - 405, Nil.

PO(EW)(O) - 321, Nil; LS(EW) - 131, Nil; PO(M) - 126, 1; LS(M) - Int (15.6.93), 2; PO(R) - 350, Nil; LS(R) - 144, 1; PO(S) - Int (16.11.93), Nil; LS(S) - 119, Nil; PO(D) - 385, Nil; LS(D) - 686, Nil; PO(MW)(O) - 141, Nil; LS(MW) - 276, Nil; PO(SR) - 393, Nil; LS(SR) - 311, 1; PO(SEA) - 506, Nil; PO(Y) - 502, 1; LRO(T) - 514, 3; PORS - 515, Nil; LRO(G) - 289, Nil; POPT - 382, Nil; RPO - 404, Nil.

POMEM(L)(GS) - Int (16.3.95), 29;

LMEM(L)(GS) - Int (16.12.94), 32; POMEM(M)(GS) - 550, 15; LMEM(M)(GS) - 305, 18; POWEM(O) - 210, Nil; LWEM(O) - 170, 1; POWEM(R)(SM) - 200, Nil; LWEM(R)(SM) - 114, Nil; POCA - 414, 3; POCK(GS) - 393, Nil; LCK(GS) - 304, 1; POSTD(GS) - 741, Nil; LSTD(GS) - 162, 3; POSA(GS) - 549, Nil; LSA(GS) - 156, Nil; POWTR(GS) - 234, 2; LWTR(GS) - 172, 3.

POMA - 265, 3; LMA - Int (12.7.94), 9; PO(SHSM)(O) - 339, Nil; LS(S)(SM) - 461, Nil; PO(TS)(SM) - 264, Nil; LS(TS)(SM) - 193, Nil; PORS(SM) - 430, Nil; LRO(SM) - 259, Nil; POMEM(L)(SM) - 360, Nil; LMEM(L)(SM) - 68, 1; POMEM(M)(SM) - 766, 3; LMEM(M)(SM) - 236, 7; POWEM(R)(SM) - 165, Nil; LWEM(R)(SM) - 508, Nil; POSA(SM) - 273, 2; LSA(SM) - 132, 2; POWTR(SM) - 130, Nil; LWTR(SM) - 259, Nil; POCK(SM) - Int, Nil; LCK(SM) - 617, Nil; POSTD(SM) - 520, Nil; LSTD(SM) - 1075,

POA(AH) - 1235, Nil; LA(AH) - 1052, Nil; POA(METOC) - Int (4.7.95), 1; LA(METOC) - Int (28.1.94), 1; PO(AH) - 612, Nil; POA(SE) - 780, Nil; LA(SE) - 414, 1; POACM - 481, 3; POAEM(M) - 318, 2; LAEM(M) - 481, 5; POAEM(R) - 117, Nil; LAEM(R) - 420, 2; POAEM(WL) - 171, 5; LAEM(WL) - 403, 8; POAC - Int (21.3.95), Nil.

POW(R) - 412, Nil; LW(R) - 394, Nil;

POW(RS) - 639, Nil; LWRO - 533, Nil; POWPT - 396, Nil; RPOW - 254, Nil; POWSTD - 1097, Nil; LWSTD - 395, Nil; POWSA - 327, Nil; LWSA - 153, Nil; POWTR - 308, Nil; LWTR - 124, 6; POWTR(G) - 324, 2; POW(METOC) - Int (4.7.95), Nil; LW(METOC) - Int, Nil.

POW(PHOT) - Int, Nil; LWAEM(M) - Int, Nil; POWAEM(R) - Int, Nil; LWAEM(R) - 505, Nil; POWAEM(WL) - 707, Nil; LWAEM(WL) - Int, Nil; POWTS - 672, Nil; LWETS - 150, Nil; LWTEL - 583, Nil; POWWA - 217, Nil; LWWA - 430, Nil; POWDHG - 320, Nil; POWDSA - Int (28.10.94), 1; LWDSA - Int (28.1.94), 1; POEN(G) - Int (11.1.94), Nil; LEN(G) - Int (8.2.94), Nil; PONN - 184, Nil; POMA(Q) - Int (13.7.93), Nil; LMA(Q) - 487, Nil.

PO(AWW) - Int, Nil; LOM(AWW) - Int (21.10.94), 3; PO(AWT) - Int, Nil; LOM(AWT) - Int (6.10.94), Nil; PO(UW) - Int, Nil; LOM(UW) - Int (11.10.94), 3; PO(EW) - Int, Nil; LOM(EW) - Int (9.5.95), 2; PO(MW) - Int, Nil; LOM(MW) - Int (13.9.94), Nil; PO(C) - Int, Nil; LOM(C) - Int (22.6.95), 3; PO(SSM) - 237, 1; LOM(SSM) - Int (24.5.95), Nil; PO(TSM) - 98, Nil; LOM(TSM) - Int (29.3.95), Nil; PO(CSM) - 401, Nil; LOM(CSM) - Int (24.5.95), Nil; PO(WSM) - 584, Nil; LOM(WSM) - 467, Nil.

Deaths

Mme Christopher Brett-Iveson, 3 Cde Bde HQ & Sig Sqn. Nov. 22.

ACPO(A) Sturz James Frederick Hughes, RNAS Culdrose. Nov. 28.

Surgeon Rear Admiral Bill Beach CB, served 1939-45 in hospital ships in Atlantic and Pacific. MO in command RNH Chatham and Command MO. Nore 1960-63.

Capt Douglas Thorburn CBE, Joined RNVR 1930. Ships included Valiant, Combined Ops, Dieppe 1942. Commanded Tyne Div. RNVR 1954-59. ADC to Queen 1958. Aged 88.

Lt Cdr Edwin Peter Marshall, served 1935-70. Ships: Venerable, Hermes, Victorious, HMS Sydney, HMS St. Angelo (Malta); Dec. 8, aged 75.

Jack Shepherd, ex-CPO Writer, member of Admiral Cunningham's staff in HMS Warspite. Nov. 5.

Dave Holbrook, ex-CPOWEA Ships: Cavalier, Victorious, Antrim, Hecia. Nov. 8, aged 54.

Cyril George Saltmarsh, ex-RM Ships: Indomitable, Newfoundland. Former member of 45 Cdo. Member of Exeter branch of RMA and White Ensign Club. Oct. 15, aged 72.

Ian McLean, member of Algerines Association. Ships included HMS Fly.

Tom Dennis Thomas, member of Algerines Association. Ships included HMS Sylvia.

L. Leo Shearon, member of Algerines Association. Ships included HMS Seabear.

Dudley Head, former Lt RNVR, member of Algerines Association. Ships included HMS Acute. Oct. 12.

Alfred Harris, ex-AB, member of Algerines Association. Ships included HMS Fly. Nov. 11.

Ron Harding, ex-Tel, member of Algerines Association. Ships included HMS Persian.

George Brooks, ex-AB, member of Algerines Association. Ships included HMS Albacore.

Terence William Baker, ex-CPO Artificer, served 1946-69 in RN and 1969-73 in RAN. Ships: Devonshire 1952-54. Nov. 13, aged 65.

Norman Quicke, ex-LS, member of Essex branch of SOCA Submarines. P555. Unbroken. Nov. 28, aged 79.

Jim Lawlor, ex-Seaman and former professional boxer. Former Ganges boy. 1926.

Bill Rogers, ex-CPO LT0, served 1928-53. Ships: Nelson, Queen Elizabeth, Shropshire, Forester, Howe. Collingwood. Nov. 19, aged 83.

Albert Ratcliffe, ex-AB. Ships: Barham, Arethusa and Enterprise. Nov. 25, aged 75.

Hubert Randolph Hiscox, Ships: Penelope, Loch Ewe. Aged 78.

Robert Ford, ex-PO ERA, served 1939-46. Ships: ss Canvina, ss Gloucester City, HMS Marsdale, Palomaris, Pretoria Castle. Nov. 28, aged 76.

Graham John Gibbard, ex-AB, served 1949-59. Ships: Royal Arthur, Victorious, Pemroke, Swiftsure, Constance, Peregrine, Centaur. Nov. 8, aged 63.

Edward (Ted) Nutter, ex-ERA, Howe Div. HMS Caledonia and ex-submariner. Nov. 5.

Edward (Ted) Butler BEM, ex-CPO clearance diver. Served 1937-72. Served Naval Diving School, HMS Cochrane. Dec. 2, aged 72.

Fred Probert, Portsmouth.

Stan Guest, Bloxwich. Aged 68.

Tom Titley, Bloxwich. Aged 67.

Pat McSherry, former treasurer, Rame Peninsula. Ships included Ark Royal.

Harry Leslie Wilson, Deeside. Nov. 21.

Mrs A. B. Hughes, ex-WRNS, founder member, Bicester. Served HMS Bee, Queen Charlotte. Nov. 25.

Leslie James Chivers, King's Lynn. RN Patrol Service Association. Dec. 1, aged 72.

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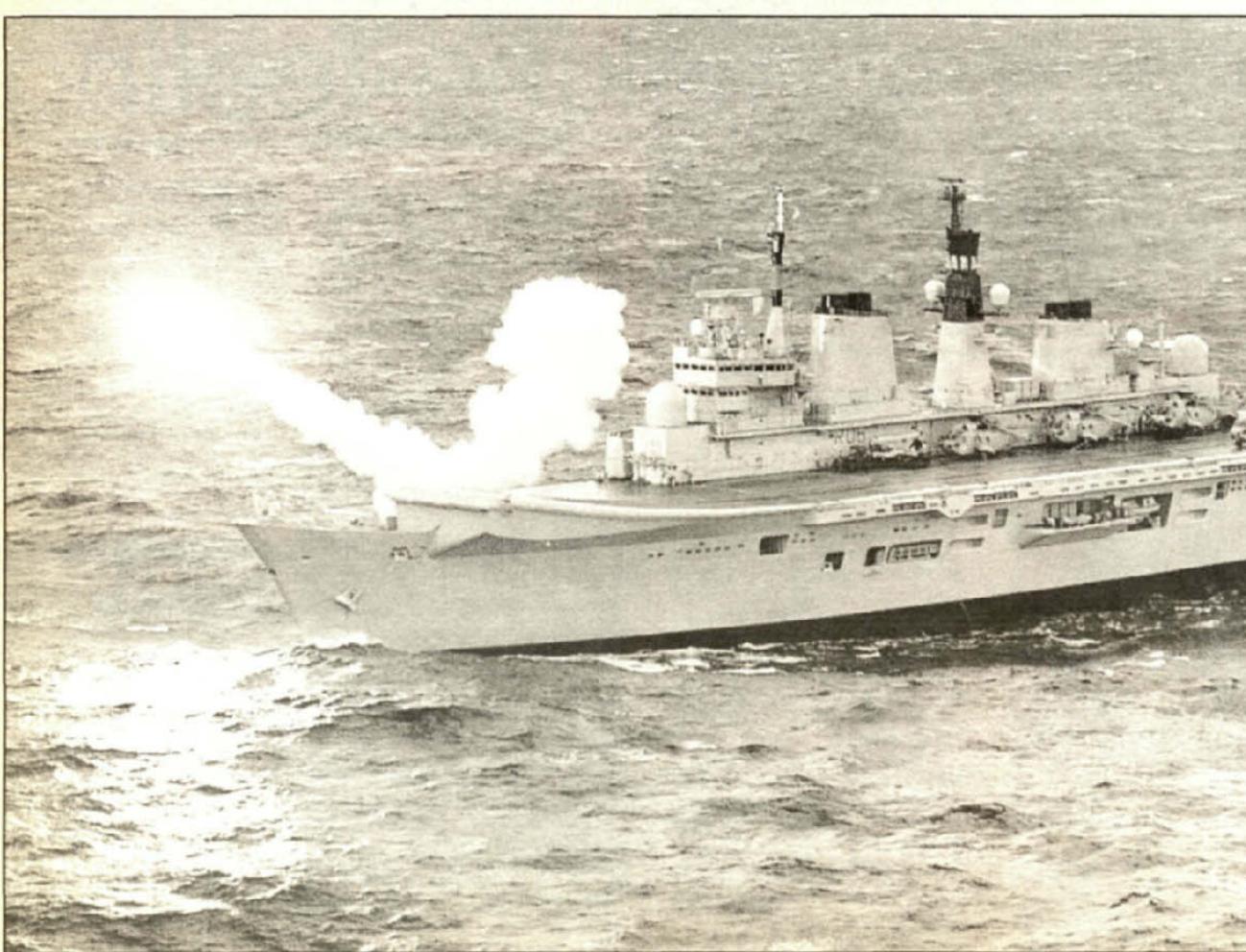
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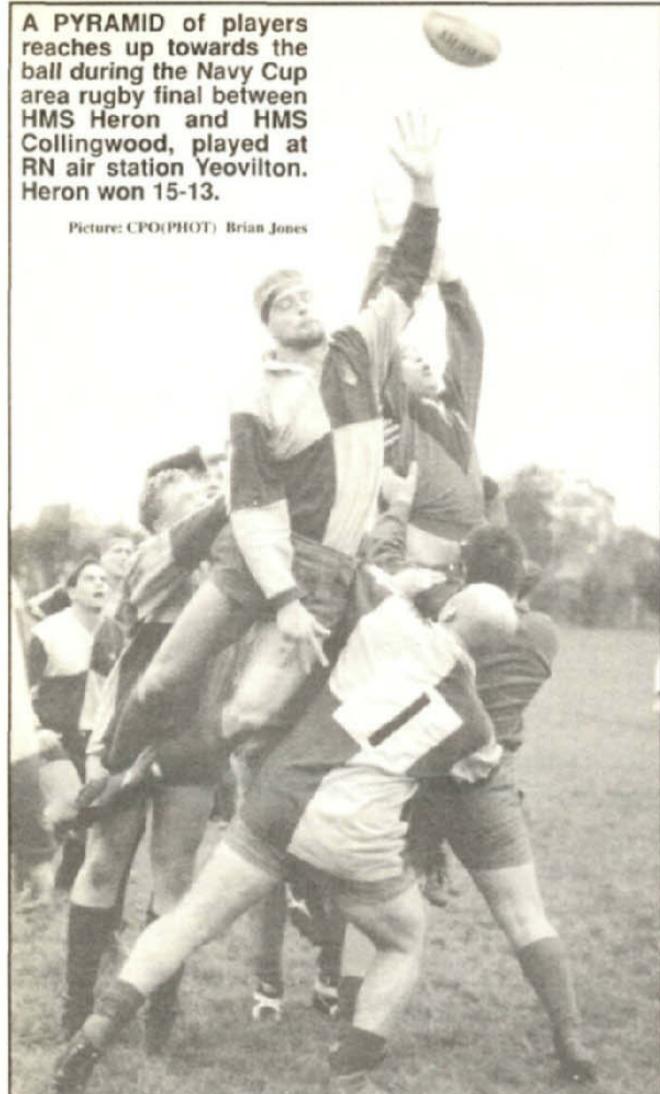
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A PYRAMID of players reaches up towards the ball during the Navy Cup area rugby final between HMS Heron and HMS Collingwood, played at RN air station Yeovilton. Heron won 15-13.

Picture: CPO(PHOT) Brian Jones



UNDER 21 RUGBY

THE INTER-Service Under 21 Rugby Championship 1995/96 will take place this month, writes RNRU U21 chairman, Lt Cdr Phil Noble.

There has been an encouraging build up to the competition for the Navy squad, with impressive performances in a seven-match programme against strong county and club sides.

Last season the Navy shared the championship, with a victory over the RAF and a hard-earned draw against the Army. This season they have developed that potential and fully intend to win the title outright.

The RN U21s will play the Army U21s at 1415 on Saturday, January 13, at Burnaby Road, Portsmouth, and the RAF U21s at 1415 on Saturday, January 27, at RAF Halton. All support, particularly for the home match, will be greatly appreciated.

National coach looks on

FORTY-five young boxers from all over the country were put through their paces when the National Association of Boys' Clubs held its annual boxing course at HMS Nelson, under the watchful gaze of England national coach Ian Irwin.

Alongside their intensive training the youngsters fitted in visits to HM ships Manchester and Victory and to the Royal Navy and Royal Marines museums.

NABC Club Ambassador trophy went to 16-year-old Brendon Dempsey from the Lewsey Centre ABC, Luton, who as a schools semi-finalist boxed for the South of England.

Senior boxing coach at Lewsey, Mr Brian Noblett attended the final day's training and soaked in a little of the Naval atmosphere. A former Fleet Air Arm petty officer, he served with the Home Fleet in HMS Eagle and in Korea on board HMS Warrior with 825 NAS.

Crowds turn out in Beirut to cheer on Cardiff XV

A SHIP named Cardiff must inevitably field a very strong rugby football team, and one of the highlights of the ship's visit to the Middle East was a game against the newly-formed Beirut Phoenicians, comprising local and ex-pat players.

The game attracted immense interest, with a crowd of around 500 local spectators – including the Lebanese Minister for Sport – augmented by about half HMS Cardiff's ship's company.

The whole match went out live on Beirut TV and radio and at half-time there was a fly-past of

AVON CALLING



Admiral Walmsley coxes a four on the River Avon. The crew, looking from the right, comprised Dr Arnold Cooke, Rear Admiral Fred Scourse (Director General Surface Ships), Lt Rachel Burns (Assistant Secretary, DGSS) and Lt Cdr Chris Saxby (Type 23 Project, DGSS).



Captain of HMS Cardiff rugby team CC Andy Patience (second row) proudly holds aloft the trophy won by his side in Beirut.

army helicopters.

Playing on a pitch at the American University, the local team, in their first competitive game, took an early lead, but then experience began to show as the Cardiff side got into their stride.

Final victory for the Royal Navy was helped on by two great tries by PO Mitch Mitchell.

The score of 29-21 reflected a game well played and greatly enjoyed by participants and spectators alike.

Sport



NARROW WIN FOR AIR COMMAND IN THE BADMINTON

IN A build up towards the Inter-Command and individual Navy championships, each Command organised its own badminton competition to select players.

Naval Air Command's competition was held at RN air station Yeovilton. HMS Seahawk won the inter-unit title, with Osprey in second place. Individual honours went to CPO Robbie Robertson and the doubles title to Lts Bob Lightfoot and Steve Mansfield.

The Plymouth championships were won by host side HMS Raleigh, with HMS Drake as runners-up.

The Inter-Command Championships took place at HMS Sultan. There was a disappointing turnout from the Commands, but competition was nevertheless exciting, with all depending on the last three games.

WO1 Colin Gillingham and

Mne Owen Noble for the Royal Marines defeated the Portsmouth pair of PO John Frisby and CK John Tate in two close games (15-10, 18-13). The Portsmouth pair then lost to Martell and Lightfoot of Naval Air Command, giving Air one victory more than Pompey.

Result: 1, Air Command 23 points; 2, Portsmouth 22; 3, RM 17; 4, Fleet 15.5.

Players Pearce (Fleet), Higgs (Fleet) and Allybone (Portsmouth) collected trophies for their contributions to the team efforts.

Next major fixture will be the RN Individual Championships, to be staged at HMS Sultan on February 8 and 9.

Fleet gets that sinking feeling

AFTER some very close matches in which goal difference and goal averages decided group winners, the Royal Marines played Fleet in the final of the Inter-Command football competition, writes Lt Cdr Jim Danks.

After MEM Jason White (Richmond) had denied Mne Neilson with a reflex save a minute earlier, Mne Robbie Burglass put the Royals ahead by steering the ball past the Fleet keeper. Six minutes later Cpl Steve Tolley increased the lead with a firm header.

On the stroke of half time DM Holland (Trafalgar) struck an excellent shot from the edge of the area, but hit the crossbar.

Tolley later increased the lead to 3-0 when, after WO Tommy Johnson appeared to be tripped, he scored from a narrow angle. But Fleet reduced the arrears when an excellent free kick from 35 yards was driven home by Johnson.

Despite much pressure from both forwards there were no further goals and the Royals won the match 3-1.

RNFA are grateful to Naafi for sponsoring the competition, to Scotland Command for organising it and to Dunfermline

Athletic for the use of their ground.

• CTCRM will be at home to Neptune and Sultan at home to Excellent in the semi-finals of the Navy Cup, to be played on March 13. The final will take place two weeks later at the ground of the winners of the first tie.

POOR shooting and excellent keeping limited the Navy's lead against London University to 1-0 at half time; the single goal a brilliant solo effort by LAEM Nigel Thwaites (Daedalus), writes WOWTR Frank Cooper.

The Navy continued to dominate the match, with a further goal from Thwaites and two from POPT Steve Riley (DNPTS) having taken the score to 4-0 at the whistle.

Experienced

Oxford University provided a sterner test and after a goalless first half Navy coach WOPT Tommy Johnson brought on three experienced players – LPTs Paul Willets and Paul Barton, and Thwaites. They quickly made their presence felt.

Thwaites continued his fine form, scoring in the 55th and 70th minutes, before a long-range effort from Oxford caught RN keeper MEM Andrew

Meads unawares. Oxford University 1 RN 2.

A comprehensive 8-1 victory for the Navy followed in their home match against Blackfield and Langley. There were two goals apiece for Thwaites, Riley, and CPO S. Johnson (Sheffield) and one each for CPO Will Flint (Daedalus) and POAEM C. Long (Culdrose).

Abandoned

On tour in Hong Kong the Navy played four games, beating Tamar 3-0, and then, after Typhoon Sybil caused delays, losing to HK Division 1 professional sides Frankwell 5-2 and to Golden 2-0 (match abandoned). In the final match the RN beat HKFC 4-1.

Thanks go to sponsors – British Telecom in Hong Kong; the Sports Lottery and the Sailors and Fleet Amenities Funds at home.

A final score of 4-1 at home to the Amateur Football Alliance flattered the Navy, but put them in good heart for the challenges of the South West Counties Championship. Holland, CSGT Tiv Lowe (CTCRM), Sgt Russ Wilson (CTCRM) and Riley were the Navy scorers.

Then it was off to Gwent to

seek revenge for last year's defeat by the Welsh county side. Andy Meads had to keep alert in the first period of the match as the eager Welsh forwards sought to gain an early lead, but the Navy gradually asserted themselves, with Holland prominent in midfield.

Navy efforts struck post and crossbar, but just on the half Russ Wilson scored with a low drive into the net to give the side a deserved 1-0 lead.

Gwent struck immediately after the interval, equalising in the 46th minute and pressing to

Raleigh hosts basketball

THE RN basketball championships returned to HMS Raleigh after an absence of five years and were successfully organised there by POPT Bruno Daniels, with the support of Lt Roger Saynor.

Representatives of five Commands played 10 games over a weekend and at the completion of them Naval Air, Plymouth and Portsmouth stood on six points each, all having won three matches and lost one.

get ahead. But the Navy defence reformed and stood firm. Riley scored from the penalty spot and Thwaites made it 3-1. Gwent replied, but the Navy held on to record a fine 3-2 win.

Fixtures

January fixtures – 18th v Prison Service at Newbold Revel, Rugby, ko 1415; 24th v Devon County FA at Tavistock, ko 1930; 27th v Cornwall County FA at Burnaby Road, ko 1430; 31st v Somerset County FA at Burnaby Road, ko 1930.

Taking into account the difference between points scored and points conceded, Naval Air became the new Inter-Command champions, followed by Plymouth, Portsmouth, Scotland and the Royal Marines.

Rear Admiral James Perowne, new RNBBBA president, presented the trophies. That for the Most Improved Player went to Marcus Vane of HMS Heron, who is in only his second season in the sport.



CRICKETERS GO EAST

EIGHT matches were played in a hectic 15-day tour of Hong Kong and Malaysia by the RN representative cricket team, writes Lt Cdr Jim Danks.

Despite some fine individual performances the team lost heavily to the Colony side in the first of their five games in Hong Kong. A closer defeat by HKCC followed.

Games were won against Kowloon CC, British Forces and the Dragons. The final match was particularly important as it was against a club whose players are Hong Kong-born or Chinese. Mne Andy Proctor made 100 in this match - the only century of the tour.

While in Hong Kong the team attended the Remembrance Day parade at the Cenotaph.

The tourists were made very welcome in Malaysia, where matches were played against the President's XI at Ipoh, the Malaysian Armed Services at Lumut, and the Royal Selangor Club at Kuala Lumpur.

All matches were won - a victory over the very hot and humid conditions as well as the opposition.

The MCA were delighted by the tour as it provided new opposition for their younger players. This part of the tour was arranged by Karu Selvaratnam, a retired Royal Malaysian Navy officer, now secretary of the MCA.

The RNCC are very grateful to the Sailors' Fund, the Fleet Amenities Fund, the Sports Lottery, EDS and Bull Computers for their major contributions to tour finances.

Only six of the tour party had previously visited Hong Kong and only two, CPO McMaster and myself, had previously been to Malaysia. Much was learnt and many friendships established.

- A course for Royal Navy cricket umpires and scorers is to be run at HMS Temeraire from February 5-7 1996. Get qualified for the start of the season. Those interested should contact Lt Cdr Danks on Portsmouth Naval Base ext 22671.

- Coaching coaches - a Basic Award course is to be held at RAF Uxbridge from February 14-18 1996. Those interested should contact Lt Cdr D. Dalton on Portsmouth 561413 or Lt Cdr Danks, as above.

County medals for RN runners

NAVY athletes were out in force for the county cross-country championships, taking medals for both Hampshire and Devon, writes S/Lt Graeme Riley.

In Hampshire a team of 14 runners took third place, CRS Taff John (Collingwood) leading the team home in 15th position.

The West Country squad followed up a fine second place at the South West Championships with third place in Devon County's. Run over a testing five lap course at Exmouth, the race saw Sgt Chris Cook (CTCRM) in 13th place once again leading the squad home.

The team packed well behind him to secure bronze in one of the strongest fields for several years.

Lt Cdr Bob Chapman (Yeovilton) got amongst the individual medal winners with second in the over 45 vets. Meanwhile, in Cornwall, Cdr Al Rich (Raleigh) went one better: first vet home and finishing in tenth place overall in the main race.

Mne Mark Croasdale (CTCRM), recent winner of the RM Championships, couldn't repeat his victory of two years ago but ran an excellent race to finish runner-up in the Lancashire Championships. Another in the medals was Lt Jim Donnelly (Yeovilton), who took third place in Somerset.

In the New Year the race will be on for places on the summer tour of New Zealand, with the first six at the Navy Championships guaranteed selection.

Other coming races: January 7th Westward League at Bideford, Jan 17th Plymouth and Air Commands at HMS Raleigh, Jan 27th Southern Counties at Parliament Hill. February 7th Navy Championships and Feb 16th Inter Service Championships both at HMS Raleigh.

Details of all races may be obtained from CRS Taff John (93825 2645) or S/Lt Graeme Riley (9375 68105).



Competition too hot in Mexico . . .

TWO Wrens represented Great Britain in the 1995 Triathlon World Championships, held in Cancun, Mexico.

LWAEM Lynn Webb (801 NAS, HMS Illustrious) came a very creditable 16th out of 64 competitors in the 20-24 age group.

She completed the 1,500m swim in 30 minutes, the 40k bike ride in just over an hour and the 10k run in 39 minutes.

LWWTR Vicki Norton (Osprey), who only took up the sport some two years ago, also put in a very spirited



LT CDR Tom Quaye, a member of Flag Officer Surface Flotilla's staff, competed in the annual Manx Grand Prix on a 900cc Ducati, of Italian origin.

He finished the Senior Race 40th out of a field of over 100 and in the process posted a personal best average lap speed of 103mph, over the famous thirty-seven and three-quarter mile TT course.

Honda

Tom also finished 20th in the Classic Junior Race on a 350cc Honda originally manufactured in 1963.

His racing efforts are supported by the Royal Navy and Royal Marines Motor Sports Association and by a number of small businesses across the country. These include MetroMech, of Fareham, and Baines Racing, of Silverstone.

THREE CS TITLES FOR NAVY

THREE RN boxers powered their way to Combined Services victory on home ground at HMS Nelson, writes the Navy boxing coach, CSgt Leo Toms.

At featherweight Mne John Turner (CTCRM) was given little chance of beating LCpl Peter Williams (Army), who had won the title last year and progressed to the ABA semi-finals before defeat. The Marine, shorter than Williams, was being outboxed until he unleashed a terrific left-right hook combination that sent the soldier crashing to the deck.

He followed this up with another attack, forcing the referee to stop the contest midway through the second round.

Second boxer to win for the Navy was Mne Dean Edwards (RM Poole). He had lost to his Army opponent last year and knew he was in for a hard contest, but he showed excellent footwork to frustrate Cpl Jeff Ollerhead and stunned him with repeated heavy right hands.

This boxing display earned him CSBA Best Boxer with scores for the bout 60-56, 60-56, 59-57.

There was bitter disappointment for Mne Steve Whyte (HORM) at light-middle against



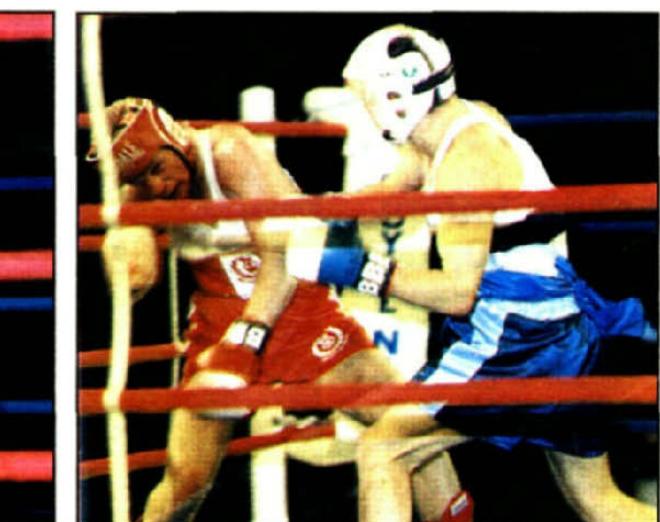
Mne John Turner in blue delivers the devastating left hook-right hook sequence that secured him the Combined Services featherweight title. The referee stopped the bout after a follow-up attack on LCpl Peter Williams.

campaigner Cpl Sean Pepperall (RAF). Whyte was in control of the bout until a swinging right hook caught him coming off the ropes halfway into the second round. He raised himself off the canvas but the referee had no choice but to rescue him from further punishment.

Final bout of the evening had the large crowd on their feet applauding both boxers. Mne Arron Walton (Comacchio

Cdo) who was retired by his coach after the first round against last year's ABA semi-finalist Pte Kevin Bennett (Army). He never looked to be strong enough against the powerful, determined soldier.

Group) and Dvr Billy Bessey (Army) stood toe-to-toe in the final round slugging it out, neither willing to give ground. But it was Walton who received the hard-earned points decision over the local boy.



• Results - Light-ly lightweight: Peter Charlton (Army) beat Tony Lyon (RAF) rsc1; flyweight: Darren Fox (RAF) w/o; bantamweight: Owen Spensley (RAF) bt Andrew Jessiman (Army) pts; featherweight: John Turner (RN) bt Peter Williams (Army) rsc2; lightweight: Kevin Bennett (Army) bt Jim Twycross (RN) ret; light-welterweight: Vinny Powell (Army) bt Tony Henderson (RAF) pts; welterweight: Jason Gardiner (Army) bt Ashley Davies (RAF) rsc2; light-middleweight: Sean Pepperall (RAF) bt Steve Whyte (RN) rsc2; middleweight: Dean Edwards (RN) bt Jeff Ollerhead (Army) pts; light-heavyweight: Vinny Jones (Army) w/o; heavyweight: Arron Walton (RN) bt Bill Bessey (Army) pts; super-heavyweight: Danny Watts (Army) w/o.

Trawler's 'oil-drum' find was a bomb

ROYAL NAVY explosives experts disposed of a 500lb wartime bomb after a trawler crew had kept it on board for almost a week, thinking it was an old oil drum.

The alarm was raised when the fishing vessel Integrity III sailed into Lerwick harbour in the Shetlands with the bomb on board. As soon as the authorities realised the true identity of the "oil drum", the boat was ordered to

leave her berth, less than 500yds from a shopping centre, and stand off at a safe distance.

Lifeboat

Until they could be taken off, skipper Kelvin MacGregor and his crew were advised to hose down the casing to keep the bomb wet and prevent the explosive drying and becoming more dangerous. They were later taken

off by lifeboat to await the arrival of the Navy's Clearance Diving Unit from Rosyth.

Mr MacGregor said that when the crew picked up the bomb they had been very busy working in their usual grounds for a few days.

He said: "At first the crew didn't see it among the fish. It was slightly smaller than a 45-gallon oil drum and all covered in mud."

Two-year odyssey ends for RFA ship

NAVAL supply ship RFA Fort Austin has returned to the UK after a two-year deployment in support of Royal Navy and NATO operations in the Adriatic.

The 23,000-tonne ship steamed up the Clyde on November 27 after playing a major role in the enforcement of the UN arms embargo on former Yugoslavia.

During her deployment, Fort Austin carried out 104 replenishments at sea involving the transfer of more than 5,700 tonnes of supplies, while her embarked Sea King helicopters from 814 and 820 Naval Air Squadrons transferred 3,700 under-slung loads.

She also took supplies into the Croatian port of Split for the peace-keeping troops of the British Army.

Fort Austin departed at Glen Mallon before entering refit. After a training period at Devonport she is expected to resume Adriatic duties which at present are being undertaken by her sister-ship RFA Fort Grange.

Marine dies as aerial touches power cable

A ROYAL Marines signaller was killed when the communications antenna he was erecting touched an overhead power cable in the Scottish highlands.

Mr Christopher Brett-Iveson died instantly on November 22 when his 5.4m long aerial made contact with the power line during Exercise Gaelic Venture.

He was a member of 3 Cdo Bde HQ and Signal Squadron based at RM Stonehouse, Plymouth, and was attached to the Brigade's Patrol Troop for the mountain exercise. He had been trying to establish communications in difficult terrain when the accident happened. An inquiry is being held.

Legion lottery nets £100,000

A SCRATCHCARD scheme by The Royal British Legion has already brought in £100,000. A cheque for that amount was handed over to The RBL by Dame Vera Lynn, who also presented £100,000 to the winner of the Poppy Day lottery - James Lowe (79) a former Welsh Guardsman.

Further instalments of the scratchcard proceeds are expected to boost Legion funds by a further £700,000.

Gloucester's island in the sun . . .

HMS Gloucester passes RAF Akrotiri in Cyprus as she arrives for a visit to Limassol. The Type 42 destroyer spent three days in the island on her way home for Christmas after completing a spell of duty in the Gulf. Her presence served to remind the Joint Force HQ's sole RN officer - Lt Jonathon Sutton - that dark blue is not wholly out of fashion there.

Picture: Cpl Brian Gamble



COURT MARTIAL SYSTEM SET FOR SHAKE-UP

CHANGES proposed in the court martial system will give defendants the right to appeal against sentence as well as conviction and will extend their right to be tried by court martial rather than being dealt with summarily by their commanding officer.



North to south

Ships of the First Mine Countermeasures Squadron enter their new base of Portsmouth after leaving Rosyth. MCM1, led here by HMS Berkeley, also comprises HM ships Quorn, Chiddingfold, Dulverton, and Ledbury. The Fishery Protection Squadron has also transferred to Portsmouth.

Picture: LA(PHOT) Gary Davies

Renown to pay off next month

HMS RENOWN will become the third Polaris submarine to be decommissioned when she pays off on February 24.

Employed for 28 years as part of Britain's nuclear deterrent, she like her sister vessels, is giving way to the Trident-armed Vanguard-class submarines. Of the four Polaris boats, only HMS Repulse will remain in service after Renown's departure.

Lady Healey

Renown was launched by Lady Healey, wife of the then Defence Secretary - and they will both attend the decommissioning ceremony at Faslane.

Past members of the crew are also being invited to attend. They should contact the Navigating Officer, HMS Renown, BFPO 371.

Medal sold for £4,700

AN ALBERT Medal awarded to a naval officer during the First World War has been sold for £4,700 by auctioneers Wooley and Wallis of Salisbury.

The medal was presented to Lt Cdr Arthur Warden who entered a ship's hold to put out a fire among high explosive cases on board the vessel at Boulogne in October 1915.

The Albert Medal (1st Class) was later abolished in favour of the George Cross, and only 45 of them were awarded.

Navy News

MONTHLY QUIZ ENTRY FORM

CASH PRIZES TO BE WON!



A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (January question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

Jan '96 Question

In 1970, who were the new 'snow commandos' defending NATO's northern flank?

Write your answer here

NAME: _____
ADDRESS: _____
POSTCODE: _____
TEL. NO. _____

Keep this coupon in a safe place until you have collected all twelve. Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.



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